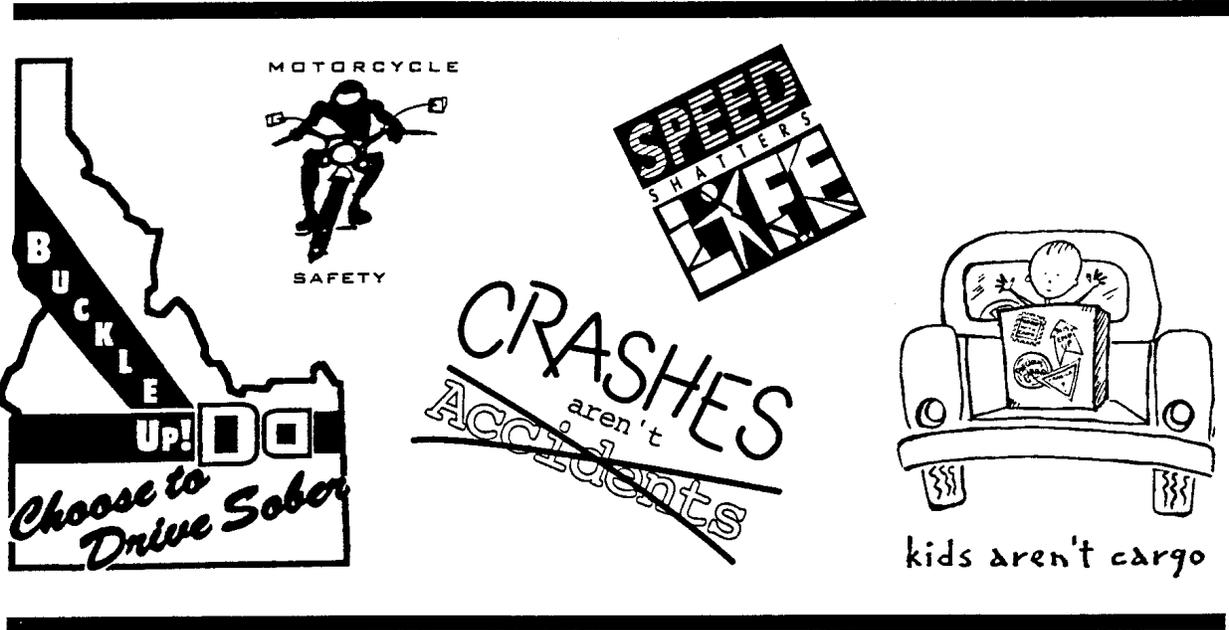


# Idaho Traffic Collisions

# 2000



Idaho Transportation Department  
Office of Highway Safety

# **IDAHO TRAFFIC COLLISIONS**

## **2000**

Prepared by the Office of Highway Safety

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## **Introduction**

*Idaho Traffic Collisions 2000* provides an annual description of collision characteristics for Idaho. This document is used by state and local transportation, law enforcement, health, and other agencies charged with the responsibility of coping with the increasing costs of traffic collisions. Agencies use the data to identify problems and target areas for the development of collision reduction programs.

A traffic safety problem is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification involves the study of relationships between collisions and the population, licensed drivers, registered vehicles, vehicle miles traveled and characteristics of specific subgroups that may contribute to collisions.

The document is divided into two major sections: a statewide collision summary and a breakdown of collision problems by focus areas. Maps displaying the approximate location of each fatal collision by transportation district are found in Appendix A. Precise locations of fatal collisions cannot be determined from the maps. A five-year fatal and injury collision history is contained in three tables in Appendix B.

*Idaho Traffic Collisions 2000* is organized to reflect the adoption of focus areas by the Idaho Traffic Safety Commission for Highway Safety Grant Programs. The focus areas include data for Impaired Driving, Safety Restraint Usage, Youthful Drivers, Aggressive Driving, Emergency Medical Services, Pedestrians, Bicyclists, Motorcyclists and Commercial Motor Vehicles.

## **Explanation of Data**

The source for collision information is the Idaho Transportation Department State Collision Database. The database consists of collision reports completed by all law enforcement agencies in Idaho. All law enforcement agencies use a standard collision report, as per Idaho Code. The resulting numbers are conservative since the database consists of only collisions investigated by law enforcement officers. For purposes of this report, only collisions resulting in injury or death of any person, or damage to the property of any one person in excess of \$750 were included. Collisions occurring on private property are excluded.

When examining any of the statistics herein, it is important to distinguish between the three different levels of collision data. The collision level, the vehicle level and the person level make up the three different levels. Each collision must involve at least one motor vehicle and each vehicle contains any number of people, including zero. Each collision is classified by the most severe injury that resulted from the collision. Therefore, each fatal collision resulted in at least one fatality, but may have also produced any number and combination of additional fatalities and injuries.

The Division of Motor Vehicles and the Economics and Research Unit (Idaho Transportation Department) provide information on licensed drivers, registered motor vehicles, license suspensions and convictions. The Traffic Survey Section (Idaho Transportation Department) provides the annual vehicle miles of travel. The Bureau of Criminal Identification (Idaho State Police) provides information regarding DUI arrests. Other sources of information that support this document are referenced.

Current year data is compared to data from the prior year to identify simple percentage changes either upward or downward. The average change over the prior three years is given to provide an additional perspective.

If you have any questions or suggestions concerning *Idaho Traffic Collisions 2000*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

# SECTION I

## GENERAL COLLISION INFORMATION



## Statewide Collision Categories

Table 1 compares major collision categories and measures of exposure for 1997 through 2000. The total number of traffic collisions in 2000 increased by 4.6% from 1999, while fatal collisions decreased 1.6%. Total fatalities decreased 0.7% from the previous year, while the number of injuries rose by 1.5%. The number of property damage collisions increased by 6.6%.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Total Collisions	23,839	24,041	25,076	26,241	4.6%	2.6%
Fatal Collisions	220	224	245	241	-1.6%	5.6%
Persons Killed (Fatalities)	259	265	278	276	-0.7%	3.6%
Injury Collisions	9,111	9,098	9,256	9,392	1.5%	0.8%
Persons Injured	14,133	13,920	14,069	14,276	1.5%	-0.2%
Property-Damage-Only Collisions (Severity >\$750)	14,508	14,719	15,575	16,608	6.6%	3.6%
Idaho Population (thousands)	1,210	1,229	1,252	1,294	3.4%	1.7%
Licensed Drivers (thousands)	852	871	881	893	1.3%	1.7%
Vehicle Miles of Travel (millions)	13,112	13,644	14,328	13,728	-4.2%	4.5%
Registered Vehicles (thousands)	1,260	1,330	1,316	1,340	1.8%	2.3%

Changes in the number of collisions can often be correlated with changes in state population, the number of drivers, number of registered vehicles, and the statewide Annual Vehicle Miles of Travel (AVMT). In 2000, the number of licensed drivers increased by 1.3% while the population grew by 3.4%. The number of registered motor vehicles increased by 1.8% in 2000.

The statewide AVMT decreased by 4% in 2000. This is the first time the AVMT has decreased since it decreased from 1979 to 1980. Commercial vehicles accounted for 17% of the statewide AVMT in 2000.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 1997-2000. The AVMT decreased for the first time in 20 years in 2001.

	1997	1998	1999	2000	Change 1999-2000	Avg. Yearly Change 1997-99
Fatality Rate	1.98	1.94	1.94	2.01	3.6%	-0.9%
Injury Rate	107.79	102.02	98.19	103.99	5.9%	-4.6%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2000 U.S. fatality rate estimate was not available at the time of publication of this report.

Figure 1  
Traffic Fatality Rates per 100 Million Annual Vehicle Miles of Travel  
For Idaho and The U.S.: 1991-2000

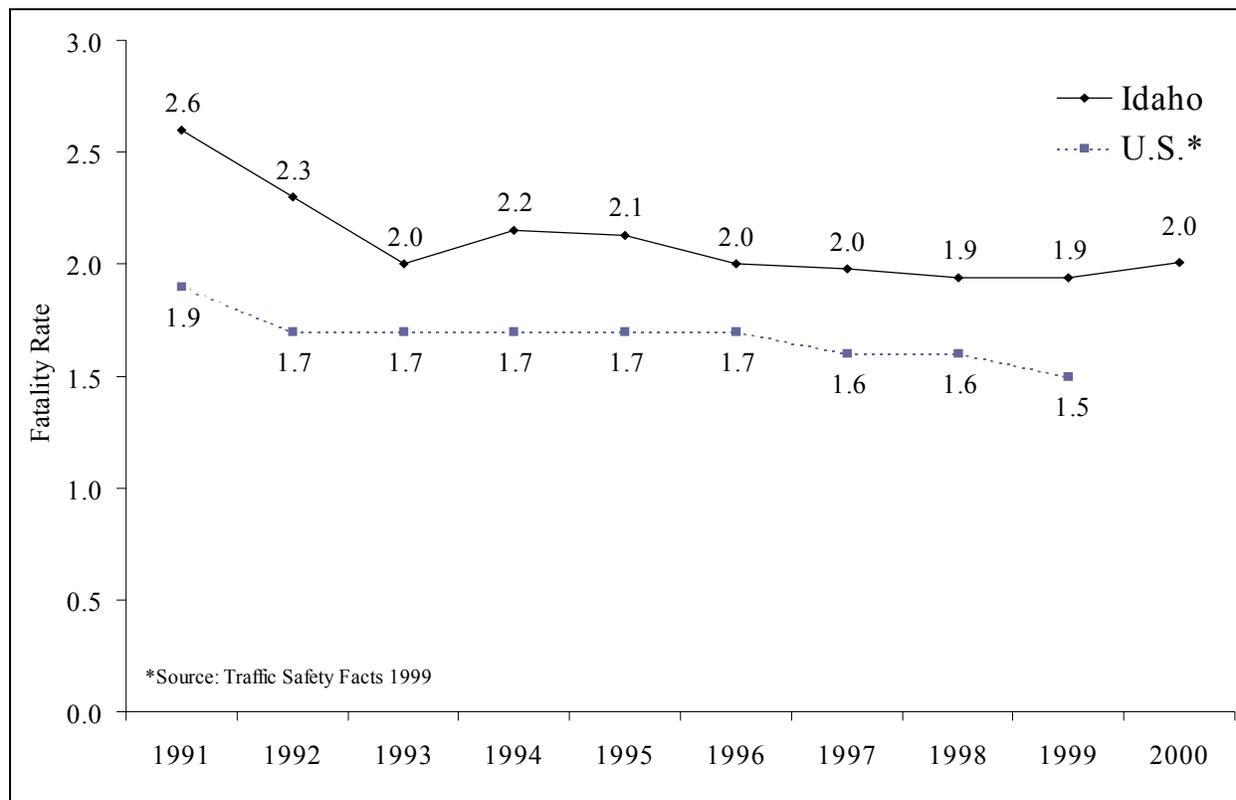
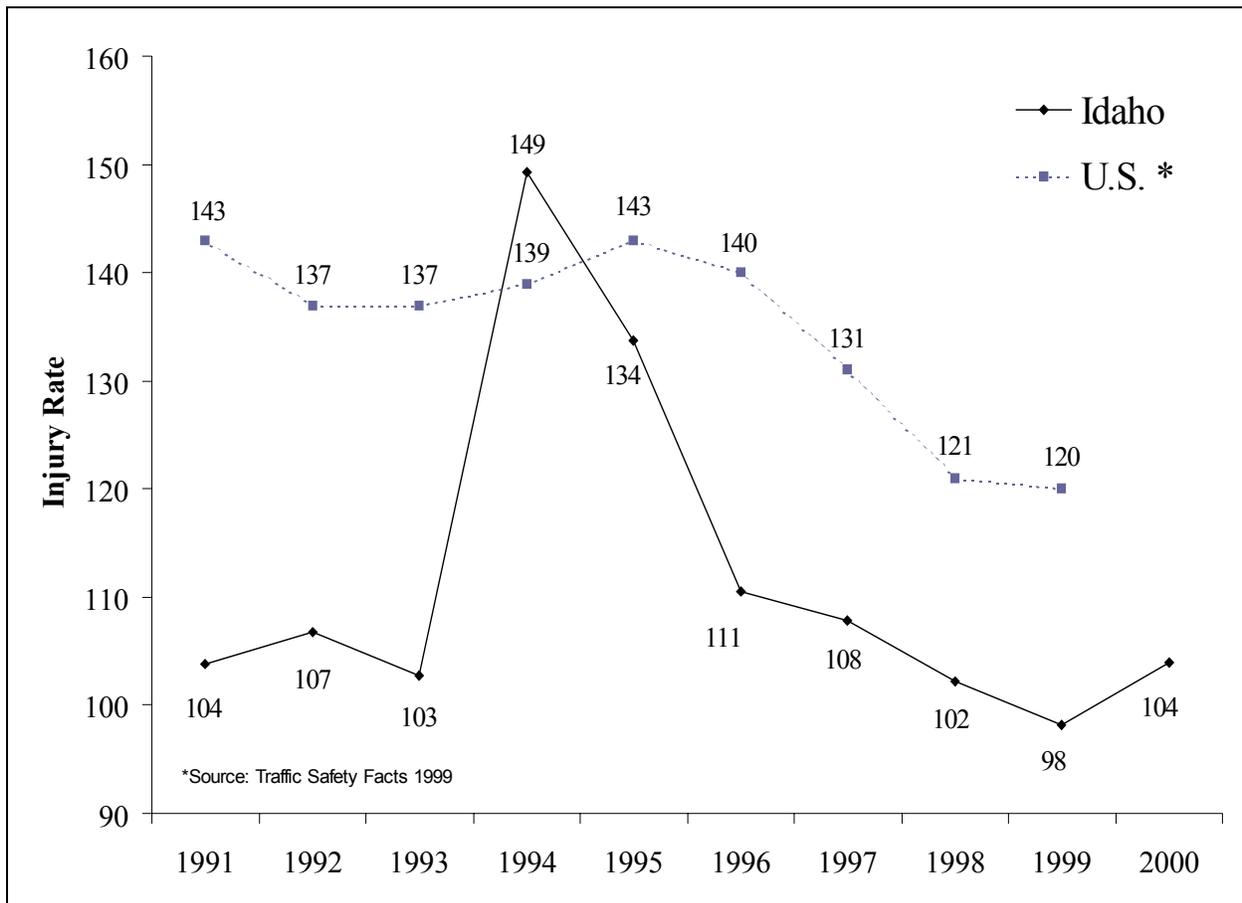


Figure 2  
**Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1991-2000**



Fatality and injury rates have varied over the past decade. Factors such as vehicle safety features, limited access highways, engineering improvements, occupant restraint usage, demographic changes and reduction in driving under the influence tend to reduce fatalities and injuries. Increases in AVMT, licensed drivers, registered vehicles, changes in reporting, and higher average speeds tend to increase the number of fatalities and injuries. The jump in the injury rate in 1994 corresponds with better identification of injuries after statewide training for law enforcement officers with the introduction of a new collision report form in 1994.

## Injury Severity

Table 3 presents the injury severity distribution among persons involved in collisions from 1997 through 2000. The number of fatalities decreased to 276 in 2000. An increase in the total number of persons involved in collisions is a reflection of the increase in the number of collisions in 2000.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Fatalities	259	265	278	276	-0.7%	3.6%
Serious Injuries	1,894	1,825	1,824	1,733	-5.0%	-1.8%
Visible Injuries	5,245	5,157	5,285	5,390	2.0%	0.4%
Possible Injuries	6,994	6,938	6,960	7,153	2.8%	-0.2%
No Injuries	48,404	49,896	51,316	52,482	2.3%	3.0%
Unknown / Missing	537	497	426	1,238	190.6%	-10.9%
<b>Total Persons in Collisions</b>	<b>63,333</b>	<b>64,578</b>	<b>66,089</b>	<b>68,272</b>	<b>3.3%</b>	<b>2.2%</b>

## Economic Cost of Collisions

Table 4 gives estimated economic costs for Idaho motor vehicle collisions in 2000. Estimates in this table are based on 1994 Federal Highway Administration (FHWA) cost estimates for collisions.<sup>1</sup> The cost estimates are updated to 2000 dollars using the Gross Domestic Product Implicit Price Deflator Ratio. The components of the cost estimates include productivity losses, property damage, medical costs, rehabilitation costs, travel delay, legal and court costs, emergency service costs, insurance administration costs, premature funeral costs and costs to employers. The estimated cost of Idaho collisions in 2000 was \$1.6 billion. The total cost of collisions in 2000 was nearly \$86 million dollars more than 1999's estimated cost of collisions.

<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	276	\$2,958,319	\$816,496,036
Serious Injuries	1,733	\$204,807	\$354,930,008
Visible Injuries	5,390	\$40,961	\$220,781,620
Possible Injuries	7,153	\$21,618	\$154,637,022
Property Damage Only	16,608	\$2,276	\$37,793,663
<b>Total Estimate of Economic Cost</b>			<b>\$1,584,638,349</b>

In addition to the FHWA's study, the National Highway Traffic Safety Administration (NHTSA) also did a study on the costs of collisions. The NHTSA study not only concentrated on the costs of collisions, but also who pays the costs. Table 5 is a combination of two tables from the NHTSA study and shows the source of payment distribution of collision costs for each component of the costs. The total percentage for each source of payment is also included at the bottom.

<b>Table 5</b>							
<b>Estimated Source of Payment for Each Motor Vehicle Crash Cost Component</b>							
	<b>Federal</b>	<b>State</b>	<b>Total Government</b>	<b>Insurer</b>	<b>Other</b>	<b>Self</b>	<b>Total</b>
Medical	14.40%	9.76%	24.16%	54.85%	6.36%	14.62%	100.00%
Pre-Funeral	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Emergency Service	3.87%	75.75%	79.62%	14.74%	1.71%	3.93%	100.00%
Vocational Rehabilitation	14.40%	9.76%	24.16%	54.85%	6.36%	14.62%	100.00%
Market Production	16.20%	3.06%	19.26%	41.09%	1.55%	38.10%	100.00%
Household Production	0.00%	0.00%	0.00%	41.09%	1.55%	57.36%	100.00%
Insurance Administration	0.89%	0.51%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	65.00%	0.00%	35.00%	100.00%
<b>Percentage of Total Costs</b>	<b>6.32%</b>	<b>2.88%</b>	<b>9.20%</b>	<b>54.64%</b>	<b>6.79%</b>	<b>29.37%</b>	<b>100.00%</b>

The most significant point from the above table is that society at large picks up just over 70% of all crash costs incurred by individual motor vehicle crash victims. These costs are passed on to the general public through insurance premiums, taxes, direct out-of-pocket payments for goods and services and increased charges for medical care.<sup>2</sup>

## Collisions by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single vehicle collisions were three times more likely to result in a fatality than multiple vehicle collisions were. Table 6 shows the number of collisions and injuries for single and multiple vehicle collisions by the severity of the collision. Multiple vehicle collisions include collisions between a motor vehicle and a pedestrian or bicyclist.

<b>Type of Collision</b>	<b>Single Vehicle</b>		<b>Multiple Vehicles</b>	
	<b>Collisions</b>	<b>Injuries</b>	<b>Collisions</b>	<b>Injuries</b>
Fatal	139	147	102	129
Serious Injury	550	712	782	1,021
Visible Injury	1,349	1,889	2,352	3,501
Possible Injury	1,091	1,660	3,268	5,493
Property Damage	5,010		11,598	

In 2000, single-vehicle collisions represented only 31% of all collisions, yet accounted for 58% of all fatal collisions. Of the 139 single-vehicle fatal collisions, 125 (or 90%) occurred on rural roadways.

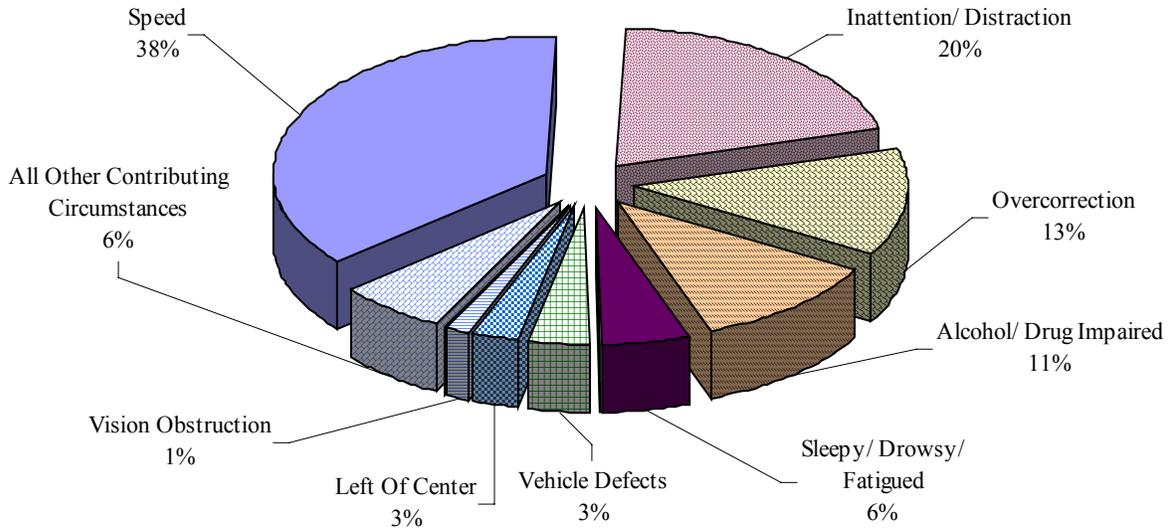
Of the 102 multiple-vehicle fatal collisions, 6 involved a pedestrian and 3 involved a bicyclist. Only 39% of all fatal collisions involved two or more motor vehicles. Of the 102 fatal multiple-vehicle collisions, 77 (or 75%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle collisions. The “all other contributing circumstances” categories combine the remaining contributing circumstances. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle collision, contributing to more than 1 out of every 3 collisions. Speed also contributed to 9% of all multiple-vehicle collisions.

Inattention/Distracted was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/Distracted contributed to 1 out of every 5 collisions involving one vehicle and almost 1 out of every 4 collisions involving two or more vehicles.

**Figure 3**  
**Single-Vehicle Collisions – Primary Contributing Circumstances**



**Figure 4**  
**Multiple-Vehicle Collisions – Primary Contributing Circumstances**

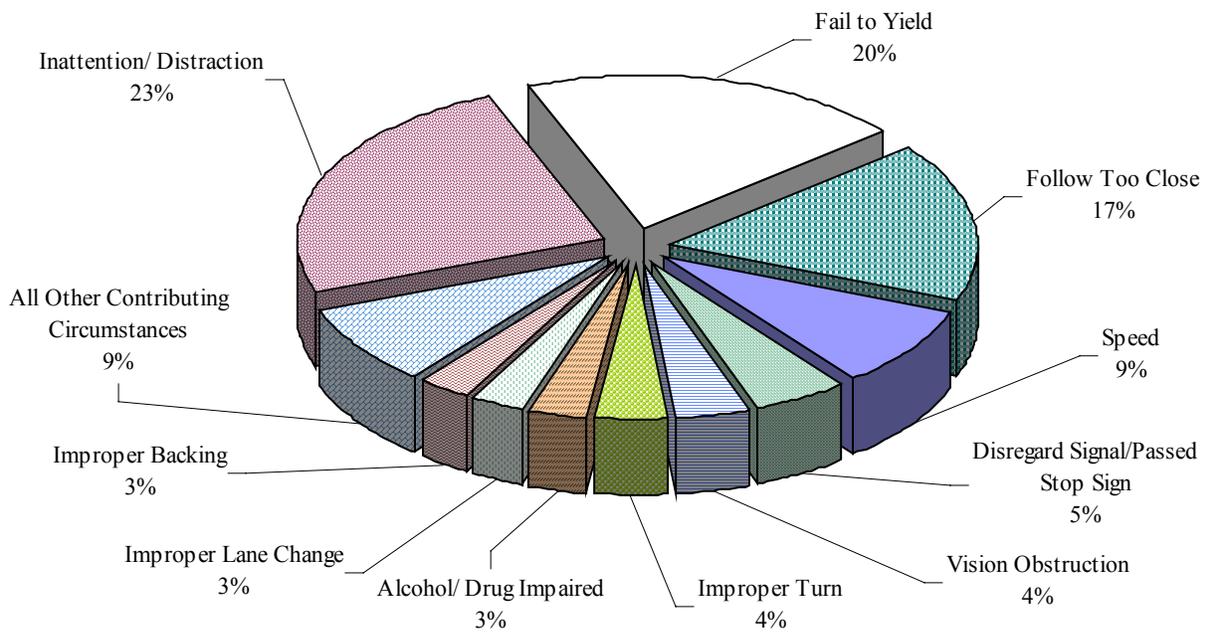


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

<b>Table 7</b>	
<b>Most Harmful Event for Fatal Single and Multiple Vehicle Collisions: 2000</b>	
<b>Single-Vehicle Collisions</b>	<b>Multiple-Vehicle Collisions</b>
Overturn (69.8%)	Head On (34.6%)
Tree (5.8%)	Angle (17.8%)
Embankment (4.3%)	Rear End (7.5%)
Utility Pole (3.6%)	Angle - Turning (7.0%)
Immersion (2.9%)	Pedestrian (5.6%)
Other Object - Fixed (2.9%)	Overturn (5.1%)
Fell and/or Jumped (2.2%)	Train (4.7%)
Fire (1.4%)	Same Direction - Turning (4.2%)
Other Object - Not Fixed (1.4%)	Bicyclist (2.8%)
Building Wall (0.7%)	Side Swiped Opposite (2.3%)
Bridge - Pier, End, Rail (0.7%)	Head On - Turning (1.9%)
Ditch (0.7%)	Rear End - Turning (1.9%)
Domestic Animal (0.7%)	Side Swiped - Same Direction (1.9%)
Fence (0.7%)	Other (0.9%)
Other Pole (0.7%)	Parked Vehicle (0.9%)
Overpass (0.7%)	Curb (0.5%)
Parked Vehicle on Private Property (0.7%)	Fence (0.5%)

\*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 2000, there were 214 vehicles involved in the 102 fatal multiple vehicle collisions.

Overturned was the leading Most Harmful Event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for more than two-thirds of the single vehicle fatalities and one-third of all fatalities in 2000.

Of the 98 people killed in single-vehicle rollovers, 17 (or 17%) were wearing seat belts. Of the 81 people who were killed in single-vehicle rollovers and not wearing a seat belt, 75 (or 93%) were partially or totally ejected from their vehicle.

There were 2 people killed in crashes in 2000 where fire/explosion was listed as the most harmful event and 5 people killed in crashes where immersion was listed as the most harmful event. A vehicle is considered immersed if it comes to rest in water where the water level is high enough to enter the engine or passenger compartments. None of the 7 people killed in these crashes were wearing seatbelts.

## Collisions and Injuries by Month

Table 8 shows the number of collisions and injuries by each month and severity.

	<b>Collisions</b>			<b>Injuries</b>			
	<b>Fatal</b>	<b>Injury</b>	<b>Total</b>	<b>Fatal</b>	<b>Serious</b>	<b>Visible</b>	<b>Possible</b>
January	23	763	2,582	24	114	408	600
February	19	639	1,890	23	124	362	515
March	19	634	1,837	22	91	360	510
April	16	666	1,652	20	134	402	467
May	19	787	2,023	22	147	436	612
June	21	822	2,096	23	190	467	619
July	30	856	2,204	37	201	552	605
August	16	903	2,270	18	195	526	639
September	35	855	2,247	41	137	507	646
October	19	798	2,187	19	150	472	616
November	11	826	2,619	14	126	454	630
December	13	843	2,634	13	124	444	694
<b>Totals</b>	<b>241</b>	<b>9,392</b>	<b>26,241</b>	<b>276</b>	<b>1,733</b>	<b>5,390</b>	<b>7,153</b>

The highest number of fatal collisions traditionally occurs in August. However in 2000, September and July had the highest number of fatal collisions, respectively. January, November and December had the highest number of total collisions. Collisions occurring in the winter months are more likely to be attributed to severe weather such as ice and snow. However, these collisions tend to be less severe, as people generally slow down and are more cautious when driving in adverse weather conditions.

## Collisions by Day of the Week

Figures 5 and 6 show the number of fatal and total collisions by day of the week.

Figure 5  
Fatal Collisions by Day of the Week: 2000

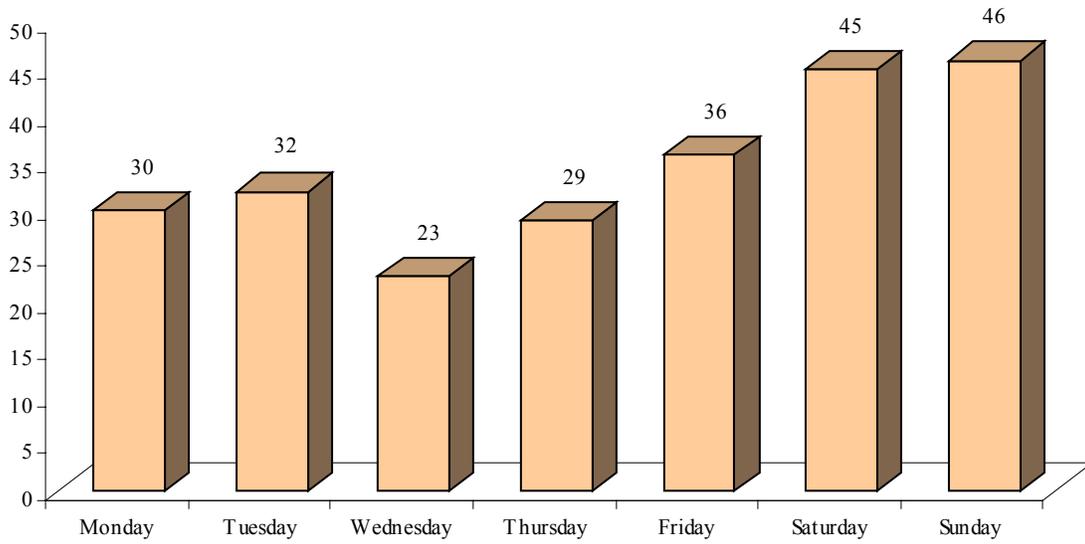
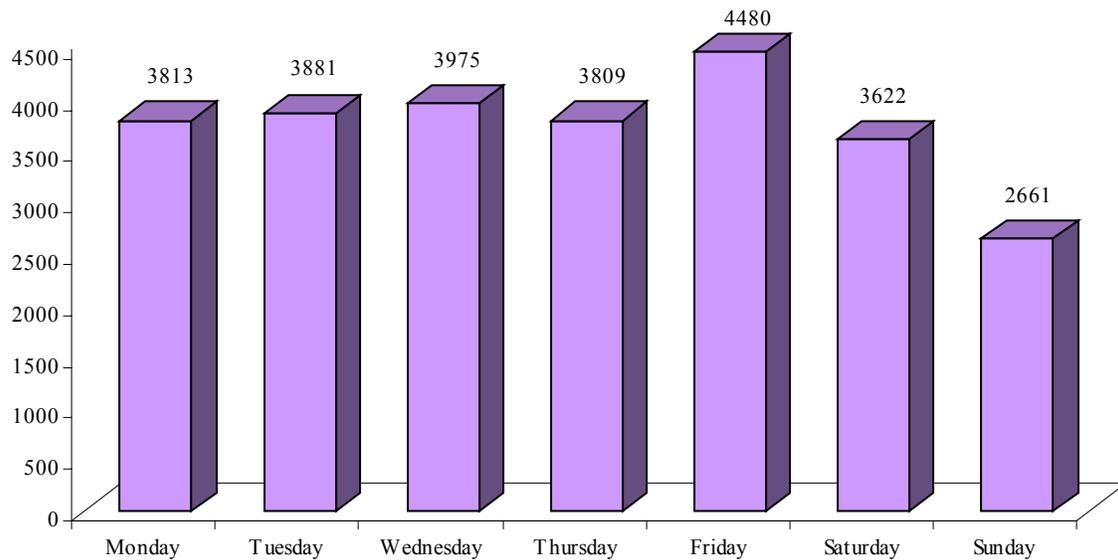


Figure 6  
Total Collisions by Day of the Week: 2000



## Collisions by Time of Day

Figures 7 and 8 show the number of fatal and total collisions by the time of day.

Figure 7  
Fatal Collisions by Time of Day: 2000

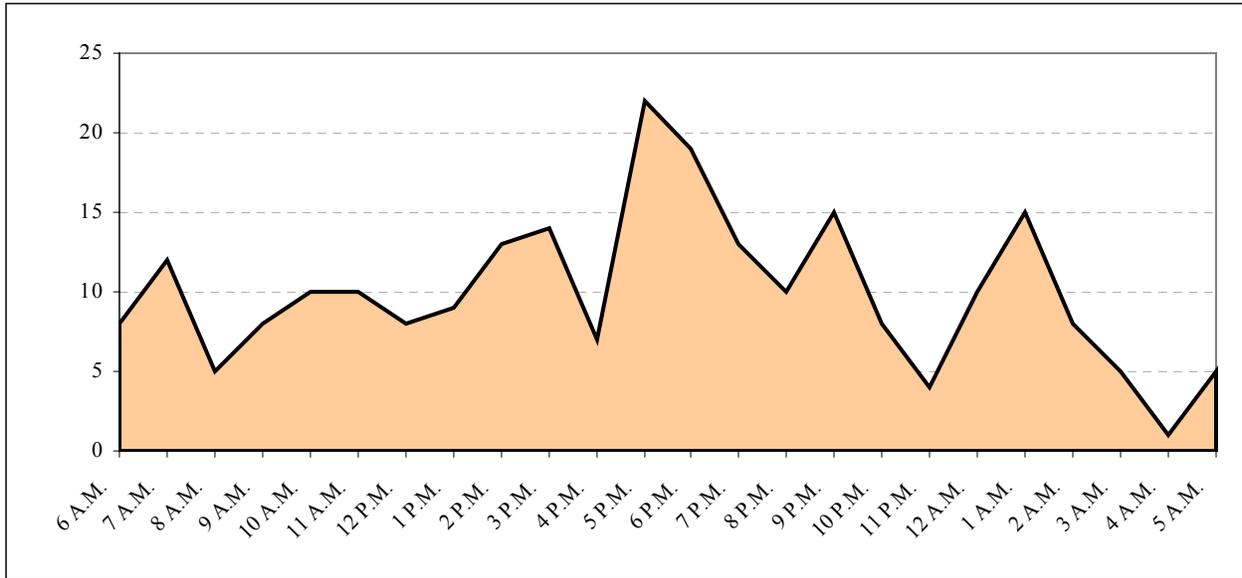
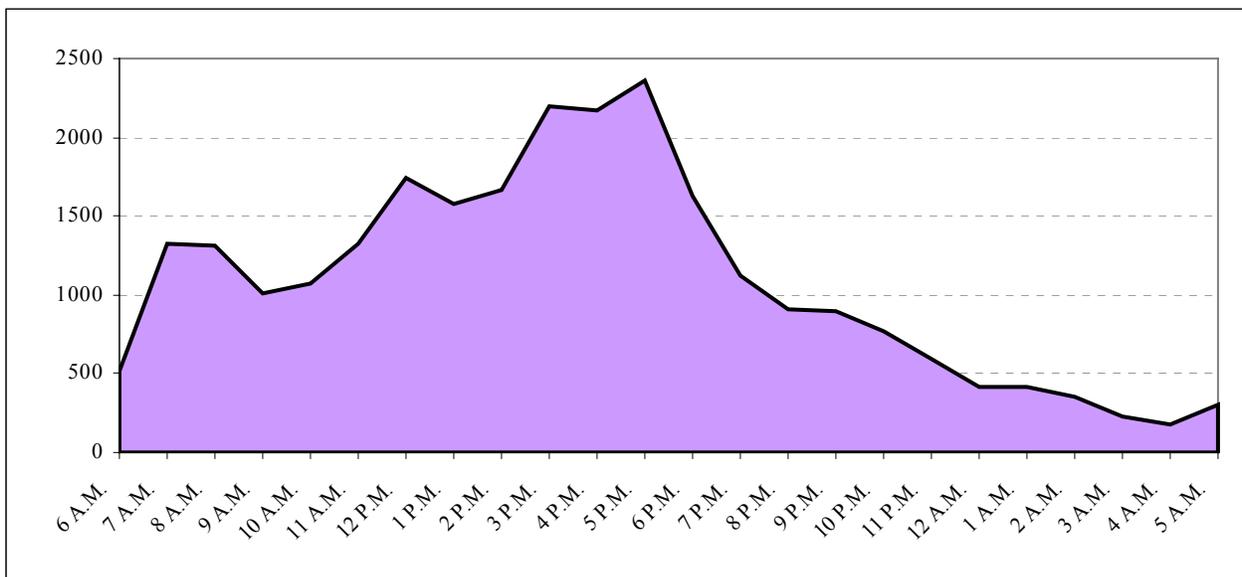


Figure 8  
Total Collisions by Time of Day: 2000



## Collisions by Roadway Classifications

Table 9 compares the number of total, fatal and injury collisions by urban and rural classification. Urban roadways are defined as those within the city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds while rural roads carry lower traffic volumes at higher speeds.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Total Collisions:	23,839	24,041	25,076	26,241	4.6%	2.6%
Urban	13,154	13,953	14,503	15,463	6.6%	5.0%
Rural	10,685	10,088	10,573	10,778	1.9%	-0.4%
Fatal Collisions	220	224	245	241	-1.6%	5.6%
Urban	28	28	36	39	8.3%	14.3%
Rural	192	196	209	202	-3.3%	4.4%
Injury Collisions:	9,111	9,098	9,256	9,392	1.5%	0.8%
Urban	4,801	5,079	5,129	5,356	4.4%	3.4%
Rural	4,310	4,019	4,127	4,036	-2.2%	-2.0%

In 2000, 84% of fatal collisions occurred on rural roads, whereas 41% of all collisions occurred on rural roads. In Idaho, 94% of the total road mileage is classified as rural roadway. Of the roads designated for speeds of 55 miles per hour or greater, 99.5% are classified rural. Crashes at higher impact speeds have a greater probability of resulting in a fatality.<sup>3</sup>

The high percentage of rural roadways in Idaho may account for the fact that Idaho's fatality rate is consistently higher than the U.S. fatality rate.

Table 10 shows the number of collisions and collision rates on local and state system roadways (both interstate and non-interstate) for 1997-2000, and the number of collisions statewide. Collision rates are lower than the statewide fatality and injury rates shown in Table 2 because multiple fatalities or injuries may occur in a single collision.

<b>Roadway Information</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
<b>Local:</b>						
VMT (100 millions)	59.6	63.3	68.2	61.7	-9.6%	7.0%
Fatal Collisions	88	78	87	109	25.3%	0.1%
Injury Collisions	5,237	5,210	5,211	5,357	2.8%	-0.2%
Total Collisions	14,290	14,275	14,714	15,740	7.0%	1.5%
Fatal Collision Rate	1.5	1.2	1.3	1.8	38.5%	-6.5%
Injury Collision Rate	87.9	82.3	76.4	86.8	13.7%	-6.8%
Total Collision Rate	239.8	225.5	215.7	255.1	18.3%	-5.1%
<b>State System (Non-Interstate):</b>						
VMT (100 millions)	42.7	42.9	41.0	44.3	8.0%	-2.0%
Fatal Collisions	87	97	114	85	-25.4%	14.5%
Injury Collisions	2,557	2,592	2,639	2,642	0.1%	1.6%
Total Collisions	6,381	6,532	6,897	6,775	-1.8%	4.0%
Fatal Collision Rate	2.0	2.3	2.8	1.9	-31.0%	17.0%
Injury Collision Rate	59.9	60.4	64.4	59.7	-7.3%	3.7%
Total Collision Rate	149.4	152.3	168.3	153.1	-9.0%	6.2%
<b>Interstate:</b>						
VMT (100 millions)	28.8	30.2	34.1	31.3	-8.1%	8.9%
Fatal Collisions	45	49	44	47	6.8%	-0.7%
Injury Collisions	1,317	1,296	1,406	1,393	-0.9%	3.4%
Total Collisions	3,168	3,234	3,465	3,726	7.5%	4.6%
Fatal Collision Rate	1.6	1.6	1.3	1.5	16.2%	-8.3%
Injury Collision Rate	45.7	42.9	41.3	44.5	7.8%	-5.0%
Total Collision Rate	110.0	107.1	101.7	118.9	17.0%	-3.9%
<b>Statewide Totals:</b>						
VMT (100 millions)	131.1	136.4	143.3	137.3	-4.2%	4.5%
Fatal Collisions	220	224	245	241	-1.6%	5.6%
Injury Collisions	9,111	9,098	9,256	9,392	1.5%	0.8%
Total Collisions	23,839	24,041	25,076	26,241	4.6%	2.6%
Fatal Collision Rate	1.7	1.6	1.7	1.8	2.7%	1.0%
Injury Collision Rate	69.5	66.7	64.6	68.4	5.9%	-3.6%
Total Collision Rate	181.8	176.3	175.0	191.1	9.2%	-1.9%

## Collisions by Idaho Counties and Cities

<b>Table 11</b>									
<b>Collision History of Idaho Counties: 1998-2000</b>									
<b>County</b>	<b>Fatal Collisions</b>			<b>Injury Collisions</b>			<b>Total Collisions</b>		
	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>
Ada	14	14	14	2,247	2,289	2,430	5,618	5,918	6,468
Adams	2	5	1	35	30	23	89	106	81
Bannock	10	15	6	561	525	484	1,681	1,647	1,565
Bear Lake	0	0	1	27	31	45	60	74	116
Benewah	4	3	3	62	60	73	181	205	221
Bingham	10	9	5	324	267	292	770	634	735
Blaine	3	4	2	71	70	75	260	274	242
Boise	3	2	3	78	77	72	210	160	185
Bonner	7	5	14	253	241	203	664	643	628
Bonneville	8	17	20	705	676	706	1,745	1,883	1,993
Boundary	4	4	2	55	63	53	154	204	161
Butte	2	3	2	4	15	14	10	41	31
Camas	0	2	1	12	14	12	34	39	21
Canyon	19	19	20	812	857	1007	2,158	2,326	2,639
Caribou	2	5	1	36	45	43	100	109	129
Cassia	5	11	10	203	242	202	562	674	633
Clark	5	4	1	18	23	26	73	75	82
Clearwater	0	1	4	44	60	35	141	179	138
Custer	2	5	1	17	25	27	37	63	54
Elmore	9	10	12	201	217	217	411	445	482
Franklin	6	4	1	74	83	57	235	237	176
Fremont	4	5	4	56	49	81	161	168	243
Gem	1	4	4	62	67	61	146	157	154
Gooding	7	9	13	88	95	87	234	245	300
Idaho	5	9	6	112	123	139	283	321	339
Jefferson	5	3	3	85	116	112	275	282	299
Jerome	4	4	6	178	159	163	445	428	467
Kootenai	15	10	21	808	854	780	1,966	2,167	2,210
Latah	4	6	5	174	190	192	569	646	620
Lemhi	0	2	0	37	32	43	77	81	92
Lewis	2	1	1	32	37	37	82	107	93
Lincoln	5	3	0	15	31	19	49	84	60
Madison	5	2	3	151	139	157	438	475	468
Minidoka	5	3	5	152	129	151	403	355	367
Nez Perce	5	5	7	276	248	280	835	692	819
Oneida	2	2	1	56	45	51	147	142	143
Owyhee	3	5	2	54	48	44	141	136	117
Payette	4	7	4	97	121	132	266	305	324
Power	4	3	7	92	80	69	227	190	241
Shoshone	3	3	4	85	90	83	228	262	291
Teton	2	1	2	20	28	36	59	86	118
Twin Falls	13	14	12	512	553	487	1,456	1,453	1,374
Valley	7	0	5	81	64	65	237	224	224
Washington	4	2	2	36	48	27	124	134	98
<b>TOTALS</b>	<b>224</b>	<b>245</b>	<b>241</b>	<b>9,098</b>	<b>9,256</b>	<b>9,392</b>	<b>24,041</b>	<b>25,076</b>	<b>26,241</b>

Table 12 shows fatal, injury and total collisions for Idaho cities with populations over 2,000 for 1998-2000. Cities are grouped by population size.

<b>Table 12</b>									
<b>Collision History of Idaho Cities: 1998-2000</b>									
<b>City by Population Size</b>	<b>Fatal Collisions</b>			<b>Injury Collisions</b>			<b>Total Collisions</b>		
	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>
<b>40,000 and over</b>									
Boise	1	3	7	1,487	1,541	1,662	3,733	3,957	4,439
Idaho Falls	0	2	4	443	415	438	1,153	1,167	1,305
Nampa	2	2	3	323	395	458	916	1,088	1,266
Pocatello	3	2	1	351	320	320	1,164	1,142	1,114
<b>15,000 - 39,999</b>									
Caldwell	0	1	0	149	150	171	451	481	540
Coeur d'Alene	0	1	1	360	347	307	826	905	927
Lewiston	1	1	1	208	179	207	670	546	623
Meridian	0	3	2	158	177	239	451	510	660
Moscow	0	1	0	77	74	80	301	308	314
Post Falls	2	0	2	92	100	84	239	254	254
Rexburg	2	0	0	88	78	79	279	306	302
Twin Falls	0	3	2	297	322	313	957	911	877
<b>5,000 - 14,999</b>									
Ammon	0	0	1	14	10	17	36	49	48
Blackfoot	0	1	1	73	62	70	224	183	207
Burley	1	1	1	80	95	78	292	315	309
Chubbuck	0	0	0	46	48	38	128	139	131
Eagle	1	0	0	48	49	57	100	107	125
Emmett	0	0	0	22	14	17	56	46	52
Garden City	0	0	0	107	78	92	307	274	268
Hailey	0	0	0	15	14	11	58	77	61
Hayden	0	0	0	42	56	45	95	109	115
Jerome	0	0	0	46	41	35	132	121	96
Kuna	0	0	0	3	7	9	23	30	32
Mountain Home	0	0	0	34	38	27	96	111	95
Payette	0	0	0	24	25	24	63	78	48
Rupert	0	1	0	11	16	15	64	79	65
Sandpoint	1	0	0	50	62	45	193	190	171
Weiser	0	0	0	11	5	2	40	36	16
<b>2,000 - 4,999</b>									
American Falls	0	0	0	11	11	7	39	36	45
Bonnars Ferry	0	0	0	12	15	18	35	50	41
Buhl	0	0	0	15	17	7	49	52	41
Dalton Gardens	0	0	0	5	6	7	14	14	25
Fruitland	1	0	1	6	13	23	29	30	54
Gooding	0	0	0	8	9	10	34	28	45
Grangeville	0	0	0	8	6	6	27	22	24
Heyburn	0	0	0	9	9	14	26	23	34
Homedale	0	0	1	2	9	6	19	23	10
Kellogg	0	0	0	12	6	4	29	26	38
Ketchum	0	0	0	14	16	10	90	102	74
Kimberly	0	1	0	4	4	4	11	16	13

City by Population Size	Fatal Collisions			Injury Collisions			Total Collisions		
	1998	1999	2000	1998	1999	2000	1998	1999	2000
<b>2,000 - 4,999 (Cont.)</b>									
Malad	0	0	0	4	2	8	23	23	24
McCall	0	0	0	18	6	7	49	51	39
Middleton	0	0	0	6	7	5	17	16	19
Montpelier	0	0	1	9	11	10	19	30	30
Orofino	0	0	0	4	15	5	40	39	28
Preston	1	2	0	13	21	13	65	66	60
Rathdrum	0	0	0	15	14	12	40	42	34
Rigby	1	0	0	11	21	14	53	48	49
St. Anthony	0	2	1	0	11	13	1	38	42
St. Maries	0	0	0	14	9	8	34	40	44
Salmon	0	0	0	10	9	20	24	19	43
Shelley	0	0	0	7	4	7	24	16	18
Soda Springs	0	0	0	6	8	6	20	27	40
Wendell	1	1	0	6	3	2	24	19	21

Table 13 lists fatal and injury collision data and collision rates for the 44 counties in Idaho. Population figures are based on 2000 U. S. Census estimates for counties.

	Population (in 1,000s)	Number of Collisions			Number of Persons		Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
<b>50,000 and over</b>							
Ada	300.9	6,468	14	2,430	14	3,580	8.1
Bannock	75.6	1,565	6	484	6	735	6.5
Bonneville	82.5	1,993	20	706	23	1,116	8.8
Canyon	131.4	2,639	20	1,007	20	1,507	7.8
Kootenai	108.7	2,210	21	780	25	1,174	7.4
Twin Falls	64.3	1,374	12	487	16	714	7.8
<b>Mean Collision Rate</b>							<b>7.8</b>
<b>20,000 - 49,999</b>							
Bingham	41.7	735	5	292	5	468	7.1
Bonner	36.8	628	14	203	18	309	5.9
Cassia	21.4	633	10	202	12	338	9.9
Elmore	29.1	482	12	217	14	365	7.9
Latah	34.9	620	5	192	5	267	5.6
Madison	27.5	468	3	157	3	242	5.8
Minidoka	20.2	367	5	151	7	246	7.7
Nez Perce	37.4	819	7	280	7	386	7.7
Payette	20.6	324	4	132	6	210	6.6
<b>Mean Collision Rate</b>							<b>7.0</b>

**Table 13 (Continued)**  
**Fatal and Injury Collision Rates by County – 2000**

	Population (in 1,000s)	Number of Collisions			Number of Persons		Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
<b>10,000 - 19,999</b>							
Blaine	19.0	242	2	75	2	119	4.1
Franklin	11.3	176	1	57	1	99	5.1
Fremont	11.8	243	4	81	5	136	7.2
Gem	15.2	154	4	61	4	96	4.3
Gooding	14.2	300	13	87	13	173	7.1
Idaho	15.5	339	6	139	7	198	9.3
Jefferson	19.2	299	3	112	7	173	6.0
Jerome	18.3	467	6	163	7	238	9.2
Owyhee	10.6	117	2	44	2	66	4.3
Shoshone	13.8	291	4	83	4	116	6.3
Washington	10.0	98	2	27	2	38	2.9
<b>Mean Collision Rate</b>							<b>6.1</b>
<b>5,000 - 9,999</b>							
Bear Lake	6.4	116	1	45	1	79	7.2
Benewah	9.2	221	3	73	3	115	8.3
Boise	6.7	185	3	72	3	98	11.2
Boundary	9.9	161	2	53	2	82	5.6
Caribou	7.3	129	1	43	3	72	6.0
Clearwater	8.9	138	4	35	4	54	4.4
Lemhi	7.8	92	0	43	0	64	5.5
Power	7.5	241	7	69	9	116	10.1
Teton	6.0	118	2	36	2	59	6.3
Valley	7.7	224	5	65	5	105	9.1
<b>Mean Collision Rate</b>							<b>7.3</b>
<b>0 - 4,999</b>							
Adams	3.5	81	1	23	1	36	6.9
Butte	2.9	31	2	14	2	21	5.5
Camas	1.0	21	1	12	1	17	13.1
Clark	1.0	82	1	26	1	43	26.4
Custer	4.3	54	1	27	1	40	6.4
Lewis	3.7	93	1	37	2	58	10.1
Lincoln	4.0	60	0	19	0	29	4.7
Oneida	4.1	143	1	51	1	79	12.6
<b>Mean Collision Rate</b>							<b>8.8</b>
<b>Statewide Totals</b>	<b>1,294.0</b>	<b>26,241</b>	<b>241</b>	<b>9,392</b>	<b>276</b>	<b>14,276</b>	<b>7.4</b>

Table 14 lists fatal and injury collision data and rates for Idaho cities with populations over 2,000. Population figures are from the 2000 U. S. Census estimates for cities.

<b>Table 14</b> <b>Fatal and Injury Collision Rates by City – 2000</b>							
	Population (in 1,000s)	Number of Collisions			Number of Persons		Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
<b>40,000 and over</b>							
Boise	185.8	4,439	7	1,662	7	2,419	9.0
Idaho Falls	50.7	1,305	4	438	4	664	8.7
Nampa	51.9	1,266	3	458	3	640	8.9
Pocatello	51.5	1,114	1	320	1	465	6.2
<b>Mean Collision Rate</b>							<b>8.5</b>
<b>15,000 - 39,999</b>							
Caldwell	26.0	540	0	171	0	275	6.6
Coeur d'Alene	34.5	927	1	307	1	449	8.9
Lewiston	30.9	623	1	207	1	282	6.7
Meridian	34.9	660	2	239	2	341	6.9
Moscow	21.3	314	0	80	0	117	3.8
Post Falls	17.2	254	2	84	2	113	5.0
Rexburg	17.3	302	0	79	0	124	4.6
Twin Falls	34.5	877	2	313	2	451	9.1
<b>Mean Collision Rate</b>							<b>6.9</b>
<b>5,000 - 14,999</b>							
Ammon	6.2	48	1	17	1	23	2.9
Blackfoot	10.4	207	1	70	1	97	6.8
Burley	9.3	309	1	78	1	110	8.5
Chubbuck	9.7	131	0	38	0	50	3.9
Eagle	11.1	125	0	57	0	100	5.1
Emmett	5.5	52	0	17	0	21	3.1
Garden City	10.6	268	0	92	0	131	8.7
Hailey	6.2	61	0	11	0	15	1.8
Hayden	9.2	115	0	45	0	69	4.9
Jerome	7.8	96	0	35	0	50	4.5
Kuna	5.4	32	0	9	0	15	1.7
Mountain Home	11.1	95	0	27	0	43	2.4
Payette	7.1	48	0	24	0	32	3.4
Rupert	5.6	65	0	15	0	22	2.7
Sandpoint	6.8	171	0	45	0	61	6.6
Weiser	5.3	16	0	2	0	2	0.4
<b>Mean Collision Rate</b>							<b>4.6</b>

**Table 14 (Continued)**  
**Fatal and Injury Collision Rate by City - 2000**

	<b>Population (in 1,000s)</b>	<b>Number of Collisions</b>			<b>Number of Persons</b>		<b>Fatal and Injury Collision Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>2,000 - 4,999</b>							
American Falls	4.1	45	0	7	0	9	1.7
Bonnors Ferry	2.5	41	0	18	0	24	7.2
Buhl	4.0	41	0	7	0	9	1.8
Dalton Gardens	2.3	25	0	7	0	11	3.1
Fruitland	3.8	54	1	23	1	28	6.3
Gooding	3.4	45	0	10	0	13	3.0
Grangeville	3.2	24	0	6	0	6	1.9
Heyburn	2.9	34	0	14	0	17	4.8
Homedale	2.5	10	1	6	1	9	2.8
Kellogg	2.4	38	0	4	0	5	1.7
Ketchum	3.0	74	0	10	0	16	3.3
Kimberly	2.6	13	0	4	0	5	1.5
Malad	2.2	24	0	8	0	9	3.7
McCall	2.1	39	0	7	0	11	3.4
Middleton	3.0	19	0	5	0	10	1.7
Montpelier	2.8	30	1	10	1	19	3.9
Orofino	3.2	28	0	5	0	8	1.5
Preston	4.7	60	0	13	0	22	2.8
Rathdrum	4.8	34	0	12	0	17	2.5
Rigby	3.0	49	0	14	0	18	4.7
St. Anthony	3.3	42	1	13	1	16	4.2
St. Maries	2.7	44	0	8	0	11	3.0
Salmon	3.1	43	0	20	0	33	6.4
Shelley	3.8	18	0	7	0	8	1.8
Soda Springs	3.4	40	0	6	0	14	1.8
Wendell	2.3	21	0	2	0	4	0.9
<b>Mean Collision Rate</b>							<b>3.1</b>

## Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1980. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1980, there has been a large increase in the number and proportion of drivers over the age of 35. The significant changes in the 15-year old age group from 1980 to 1990 can be attributed to legislation that took effect on September 1, 1989, increasing the legal driving age from 14 to 16 years old. The 170.4% growth in this age group from 1990 to 2000 reflects the legislation effective on September 1, 1991, lowering the driving age from 16 to 15 years old.

<b>Age</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>Change 1980-2000</b>	<b>Change 1990-2000</b>
15* (%)	10,434 1.6%	3,478 0.5%	9,406 1.1%	-9.9%	170.4%
16-24 (%)	150,562 23.1%	123,114 17.4%	156,485 17.5%	3.9%	27.1%
25-34 (%)	157,756 24.3%	151,625 21.4%	154,133 17.3%	-2.3%	1.7%
35-44 (%)	101,513 15.6%	153,976 21.8%	178,401 20.0%	75.7%	15.9%
45-54 (%)	75,266 11.6%	100,258 14.2%	167,821 18.8%	123.0%	67.4%
55-64 (%)	70,183 10.8%	76,255 10.8%	106,190 11.9%	51.3%	39.3%
65+ (%)	84,826 13.0%	98,967 14.0%	120,516 13.5%	42.1%	21.8%
<b>TOTALS</b>	<b>650,540</b>	<b>707,673</b>	<b>892,952</b>	<b>37.3%</b>	<b>26.2%</b>

*\*On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.  
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

## Driver Age and Collision Involvement

Table 16 gives data for driver age as a factor in collisions for 2000. Drivers under age 19 were two and a half times as likely as all drivers to be involved in fatal or injury traffic collisions. This age group comprised 8.9% of all licensed drivers and accounted for 19.0% of drivers in all collisions and 19.1% of drivers in fatal and injury collisions.

Age	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	9,406	1.1%	470	1.1%	1.0	173	1.0%	1.0
16	15,493	1.7%	1,590	3.6%	2.1	597	3.6%	2.1
17	17,429	2.0%	2,099	4.7%	2.4	776	4.7%	2.4
18	18,790	2.1%	2,243	5.1%	2.4	847	5.1%	2.4
19	18,235	2.0%	2,012	4.5%	2.2	757	4.6%	2.2
20	17,719	2.0%	1,609	3.6%	1.8	577	3.5%	1.8
21	18,235	2.0%	1,477	3.3%	1.6	590	3.6%	1.7
22	17,674	2.0%	1,388	3.1%	1.6	552	3.3%	1.7
23	17,056	1.9%	1,189	2.7%	1.4	454	2.7%	1.4
24	15,854	1.8%	1,098	2.5%	1.4	397	2.4%	1.4
25-34	154,133	17.3%	8,248	18.6%	1.1	3,156	19.1%	1.1
35-44	178,401	20.0%	7,378	16.6%	0.8	2,720	16.5%	0.8
45-54	167,821	18.8%	5,754	13.0%	0.7	2,150	13.0%	0.7
55-64	106,190	11.9%	3,207	7.2%	0.6	1,196	7.2%	0.6
65-74	71,223	8.0%	1,851	4.2%	0.5	699	4.2%	0.5
75+	49,293	5.5%	1,626	3.7%	0.7	612	3.7%	0.7
Not Stated or Other			1,102	2.5%		260	1.6%	
<b>TOTALS</b>	<b>892,952</b>		<b>44,341</b>			<b>16,513</b>		

*\* Involvement is calculated by dividing the percent of collisions by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

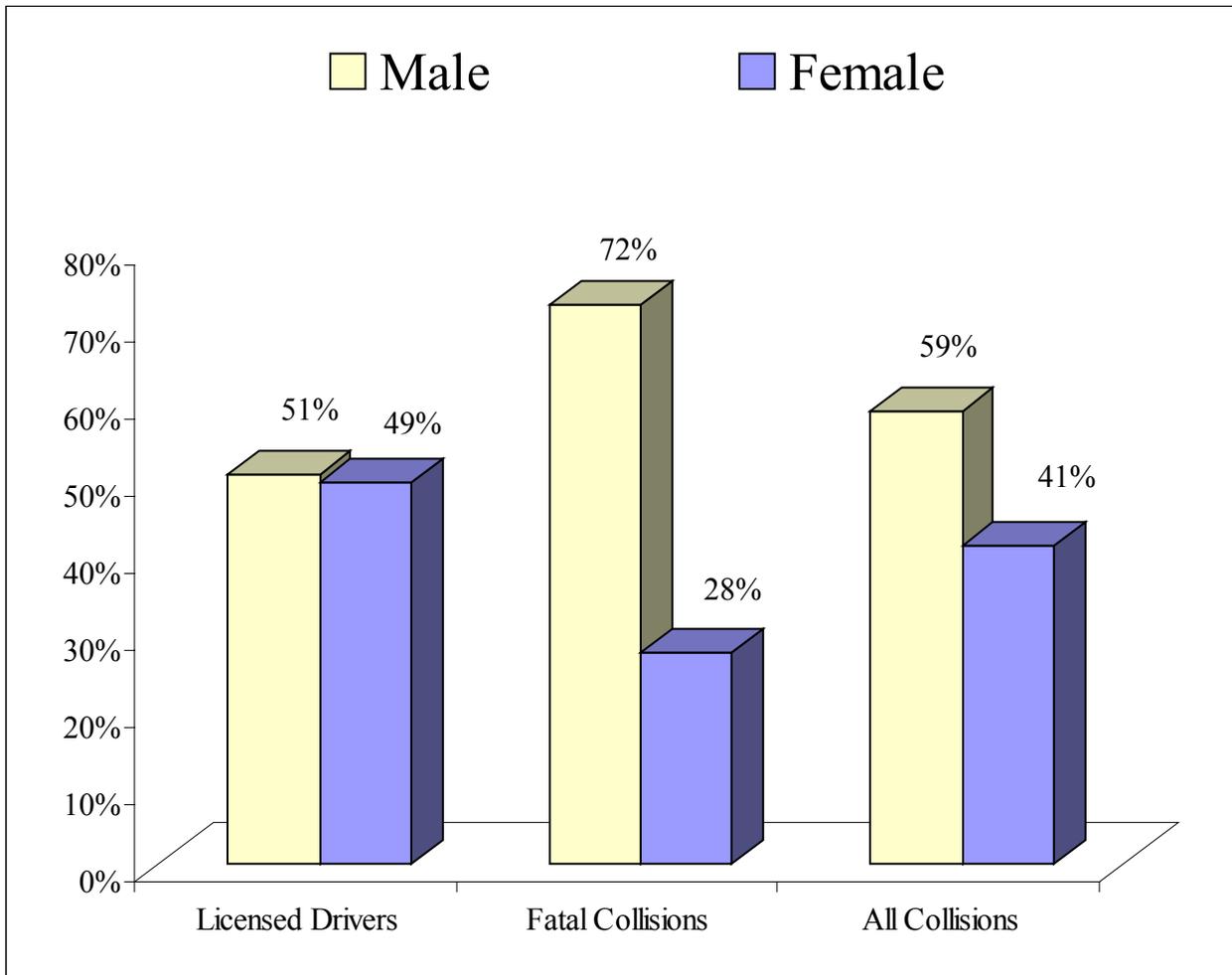
Drivers aged 20-34 were also over-represented in traffic collisions. This age group comprised 27% of all licensed drivers, yet accounted for 33.8% of all collision-involved drivers and 34.7% of drivers in fatal and injury collisions.

Drivers aged 35 and older were under-represented in traffic collisions. This age group comprised 64.2% of all licensed drivers, yet accounted for only 44.7% of all collision-involved drivers and 44.7% of drivers in fatal and injury collisions.

## Driver Gender Information

Figure 9 shows the distribution of female and male licensed drivers, involvement in all collisions, and involvement in fatal collisions. Males comprise 51% of the licensed drivers, but accounted for 59% of the drivers in all collisions and 72% of the drivers in fatal collisions.

Figure 9  
Comparison by Gender for Driver Licensure, and Collision Involvement: 2000



In 2000, males were 1.4 times more likely than females to be involved in any collision and 2.6 times more likely than females to be involved in a fatal collision.

## Collision Involvement by Driver Age and Gender

Figures 10 and 11 show driver involvement by age and gender in all collisions and fatal and injury collisions. Figure 11 corresponds with the involvement numbers in table 16 and shows how the involvement numbers breakdown by gender. For example, 17 year-old male drivers were involved in 2.2 times as many fatal and injury collisions as expected, while female 17 year-old drivers were involved in 2.8 times as many fatal and injury collisions as expected. While the involvement for younger female drivers is higher than for young male drivers, male drivers overall were involved in a higher percentage of collisions.

Figure 10  
Involvement by Driver Age and Gender in All Collisions: 2000

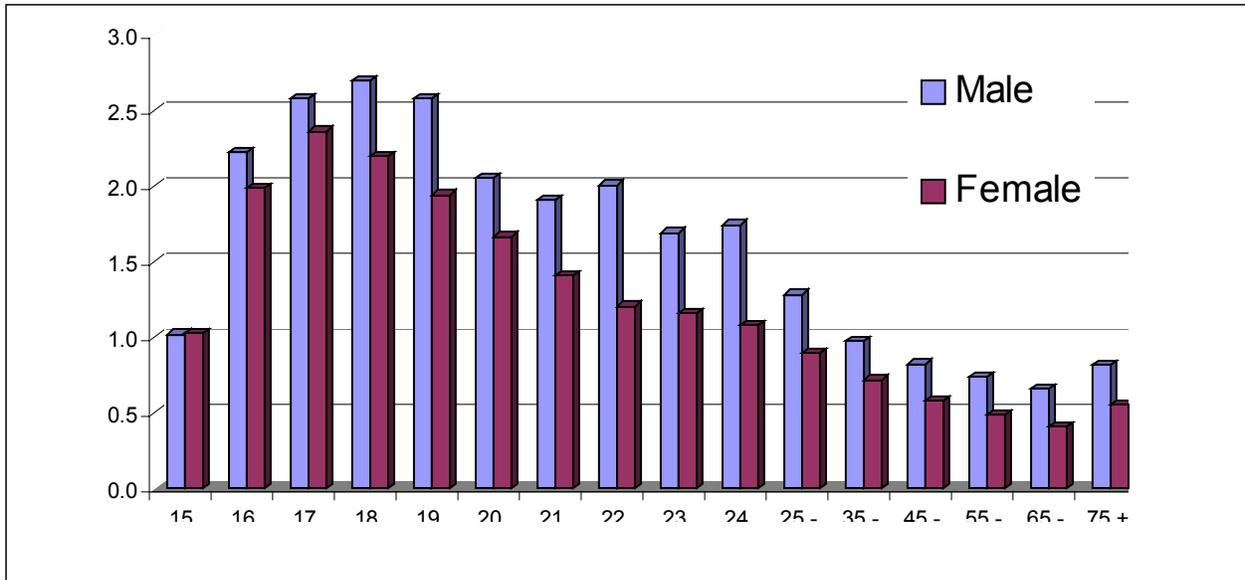
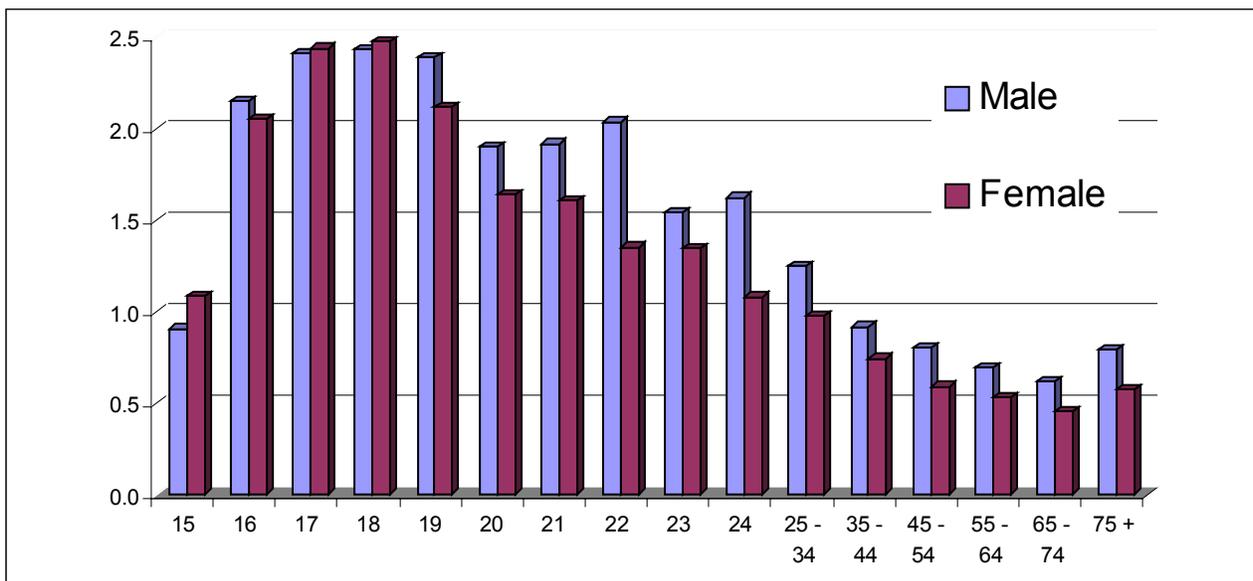


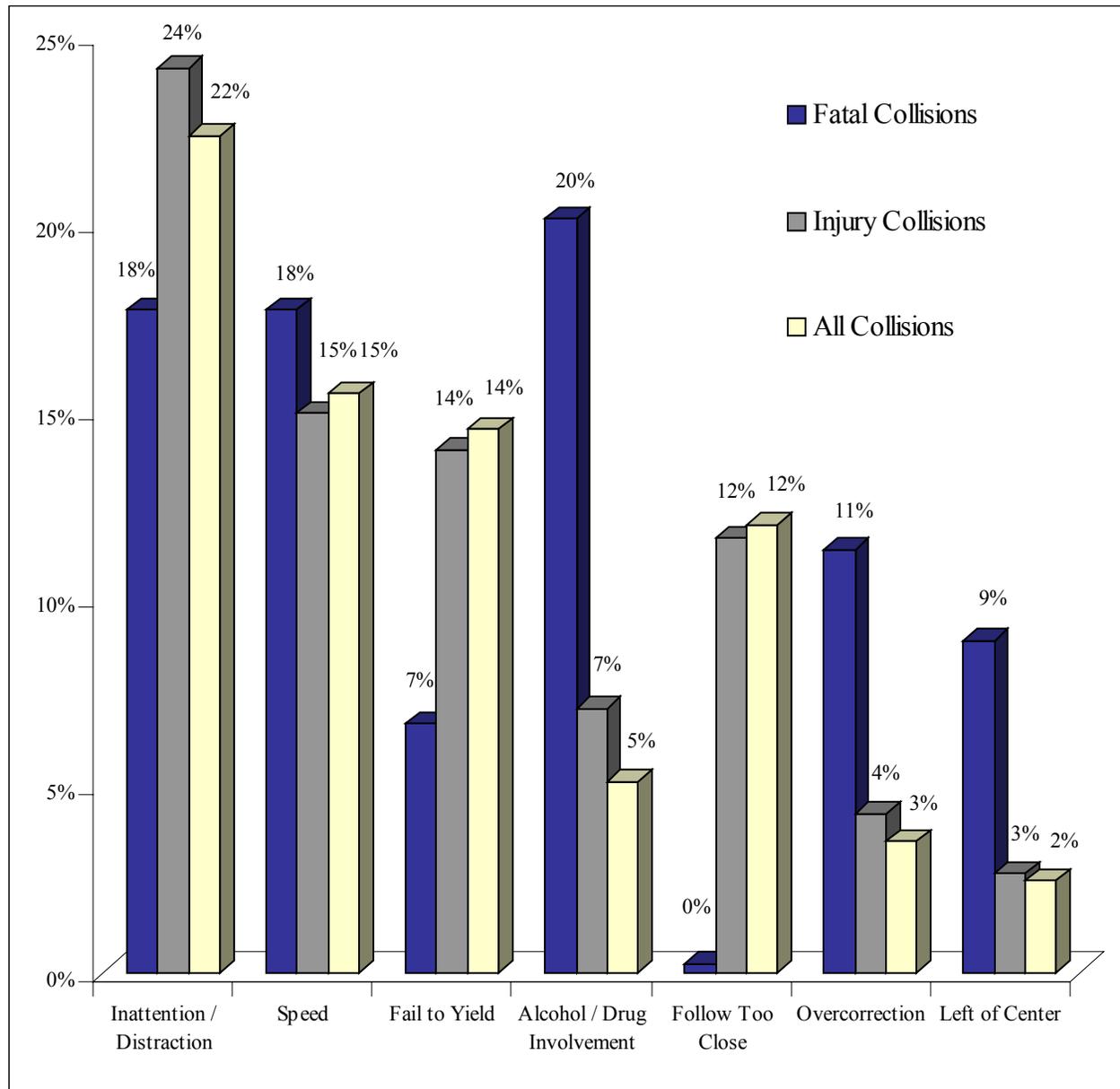
Figure 11  
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2000



## Contributing Circumstances in Collisions

Figure 12 portrays the top seven most prevalent contributing circumstances recorded for fatal collisions, injury collisions, and all collisions. For every vehicle involved in a collision, the investigating officer may indicate on the collision report up to three circumstances contributing to the cause of the collision.

Figure 12  
Top Seven Primary Contributing Circumstances Cited for Traffic Collisions in 2000



## Traffic Violations and Driver's License Suspensions

The top ten violations for 2000, the number and percent of the total are presented in Table 17. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	74,690	48.3%
2. Safety Restraint Violations	24,050	15.6%
3. Failure to Stop at Traffic Control Devices	10,720	6.9%
4. Failure to Carry Insurance Certificate in Vehicle	8,953	5.8%
5. Driving Under the Influence (Idaho Residents)	6,713	4.3%
6. Driving Without Privileges - Suspended License	4,823	3.1%
7. Following Too Close	3,922	2.5%
8. Inattentive Driving	3,225	2.1%
9. Failure to Yield Right of Way	2,558	1.7%
10. Child Safety Seat Violations	2,544	1.6%
All Other	12,451	8.1%
<b>TOTAL</b>	<b>154,649</b>	

Safety restraint violations are considered secondary violations and are not captured as part of the driving record. Data is obtained directly from the judicial system. The remaining violations are primary violations and data is obtained from driving records.

Seat belt citations increased by 64% over 1999 totals. This increase was due to statewide special enforcement efforts to encourage seat belt use.

Table 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 65% of all violations for 2000. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Age	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Inattentive	Following Too Close
15	7.9	2.0	0.1	0.6	1.1
16-19	21.7	3.5	0.7	1.3	1.5
20-24	15.5	2.1	1.4	0.8	0.8
25-34	10.2	1.3	1.2	0.4	0.5
35-44	7.7	1.0	1.0	0.3	0.3
45-54	5.6	0.7	0.6	0.2	0.2
55-64	4.1	0.6	0.3	0.1	0.2
65-74	2.3	0.5	0.1	0.1	0.1
75+	1.2	0.7	0.0	0.1	0.2
Mean	8.4	1.2	0.8	0.4	0.4

Younger drivers, especially those 16 to 19 years old, had violation rates well above the mean in areas consistently shown to be major contributing factors in collisions, i.e., speeding, driving too fast for conditions, inattention, following too close, and disregarding stop signs and signals. Teenage drivers however, had a lower rate than the mean for DUI violations. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

Table 19 presents drivers license suspensions in Idaho for 2000. The table also reviews how frequently restricted driving privileges are granted when a driver's license has been suspended.

<b>Violation</b>	<b>Suspensions</b>		<b>Restricted Driving Privileges Granted</b>	
	<b>Number</b>	<b>% of All Suspensions</b>	<b>Number</b>	<b>% Receiving Privileges</b>
Failure to Pay Fine	18,636	30.0%	11	0.1%
Failure to Maintain Insurance	15,608	25.2%	14	0.1%
DUI (Idaho Residents)				
Judicial Suspension	6,850	11.0%	697	10.2%
Administrative License Suspension (ALS)*	6,252	10.1%	777	12.4%
Driving Without Privileges	5,255	8.5%	227	4.3%
Underage Consumption or Possession of Alcohol or Tobacco	3,574	5.8%	356	10.0%
Refused Evidentiary BAC Test	1,673	2.7%	2	0.1%
Family Responsibility Law	890	1.4%	3	0.3%
Reckless Driving	610	1.0%	59	9.7%
Points	555	0.9%	87	15.7%
Failure to Attend School	367	0.6%	1	0.3%
All Others	1,757	2.8%	226	12.9%
<b>TOTALS</b>	<b>62,027</b>	<b>100.0%</b>	<b>2,460</b>	<b>4.0%</b>

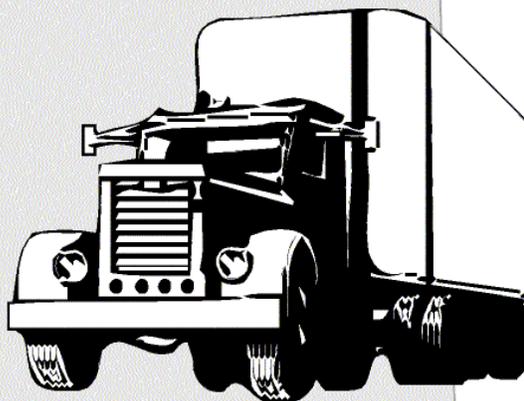
*\*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.*

The two largest categories of suspensions are failure to pay a traffic fine and failure to maintain insurance. These two suspensions account for 55% of all license suspensions. Driving under the influence accounted for 21% of all license suspensions. Of the 62,027 license suspensions, 4% received some type of restricted driving privilege.

The ITD Economics and Research Section provide this information concerning driver's license suspensions.

# SECTION II

## Idaho Focus Areas



## Impaired Driving

Table 20 gives details for impaired driving collisions from 1997 through 2000. The numbers of fatalities and injuries are also given, as one collision may result in multiple injuries or fatalities. An impaired driving collision is identified on the collision report. A law enforcement officer determines whether the driver was alcohol or drug impaired or whether alcohol or drugs contributed to the collision, regardless of whether a Blood Alcohol Content (BAC) test was given or not. Collisions where a sober driver collided with an impaired pedestrian or bicyclist are also included.

<b>Table 20</b>						
<b>Impaired Driving Collisions: 1997-2000</b>						
	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Impaired Driving Collisions	1,776	1,784	1,676	1,790	6.8%	-2.8%
Fatalities	104	94	86	97	12.8%	-9.1%
Serious Injuries	332	355	320	350	9.4%	-1.5%
Visible Injuries	642	737	695	731	5.2%	4.5%
Possible Injuries	530	535	458	507	10.7%	-6.7%
Impaired Driving Collisions as a % of All Collisions	7.4%	7.4%	6.7%	6.8%	2.1%	-5.2%
Impaired Driving Fatalities as a % of All Fatalities	40.2%	35.5%	30.9%	35.1%	13.6%	-12.2%
Impaired Driving Injuries as a % of All Injuries	10.6%	11.7%	10.5%	11.1%	6.2%	-0.3%
All Fatal and Injury Collisions	9,331	9,322	9,501	9,633	1.4%	0.9%
Impaired Fatal/Injury Collisions	1,051	1,072	987	1,050	6.4%	-3.0%
% Impaired Driving	11.3%	11.5%	10.4%	10.9%	4.9%	-3.8%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.33	3.29	2.83	3.26	14.9%	-7.5%
Annual DUI Arrests by Agency*						
Idaho State Police	1,984	1,934	1,835	1,764	-3.9%	-3.8%
Local Agencies	8,230	8,947	9,001	8,404	-6.6%	4.7%
Total Arrests	10,214	10,881	10,836	10,168	-6.2%	3.1%
DUI Enforcement Rate**	1.20	1.25	1.23	1.14	-7.4%	1.3%

\*Source: Idaho State Police, Bureau of Criminal Identification

\*\*DUI Arrests per 100 Licensed Drivers per Year.

Table 20 also compares impaired driving fatal and injury collisions to all fatal and injury collisions. In 2000, just fewer than 11% of all fatal and injury collisions involved an impaired driver, and just over 35% of all fatalities were the result of impaired driving.

In the early 1980s, impaired driving fatal and injury collisions represented over 20% of the fatal and injury collisions in Idaho, compared to 11% in 2000. Factors influencing the reduction include selective traffic enforcement programs, stiffer penalties for DUI violations, increased publicity about and concern over the impaired driving problem, and raising the drinking age to 21.

Table 20 also presents a four-year summary of annual DUI arrests by Idaho State Police (ISP) and local agencies. Local agency DUI arrests were down in 2000 by 7% from the prior year while ISP DUI arrests went down by 4%. Overall, arrests went down by just over 6% from 1999 levels.

## Economic Costs of Impaired Driving Collisions

Table 21 contains the estimated economic costs for impaired driving-related motor vehicle collisions in 2000. The estimated cost of Idaho impaired driving collisions in 2000 was \$401.2 million dollars. This estimate represents 25% of the total cost of Idaho collisions (as shown in Table 4).

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	97	\$2,958,319	\$286,956,940
Serious Injuries	350	\$204,807	\$71,682,344
Visible Injuries	731	\$40,961	\$29,942,739
Possible Injuries	507	\$21,618	\$10,960,572
Property Damage Only	740	\$2,276	\$1,683,966
<b>Total Estimate of Economic Cost</b>			<b>\$401,226,562</b>

## Victims of Fatal Collisions Involving Impaired Drivers

Table 22 shows a breakout of impaired driving fatalities. Of the 97 people killed in impaired driving collisions, 82 (or 85%) were impaired drivers, impaired pedestrians or passengers of a motor vehicle riding with an impaired driver.

Impaired Status*	Passenger Vehicles		Motorcycles		Bicyclists	Pedestrians	ATV
	Driver	Passenger	Driver	Passenger			
Impaired	52	22	4	2	0	1	1
Not Impaired	4	8	0	0	1	2	0

\* For drivers, bicyclists and pedestrians, impaired status implies whether the person killed was impaired or not. For passengers, it implies whether the passenger killed was riding with an impaired driver.

## Impaired Driving by Age

Table 23 shows the number and percent of DUI arrests, drinking drivers in collisions and number of licensed drivers by age. Drivers, ages 18 to 39, are over-represented in collisions when the percentage of licensed drivers is compared to the percentage of drinking drivers in collisions. The most over-represented age groups are 21 and 22 year-old drivers. Drivers in these two age groups were involved in 2.4 times as many impaired fatal and injury collisions as would be expected.

Age	Licensed Drivers		DUI Arrests		Drinking Drivers in Collisions	
	Number	Percent	Number	Percent	Number	Percent
0 to 15	9,406	1.1%	41	0.4%	4	0.2%
16	15,493	1.7%	86	0.8%	13	0.7%
17	17,429	2.0%	159	1.6%	27	1.5%
18	18,790	2.1%			63	3.5%
19	18,235	2.0%	*672	6.6%	71	4.0%
20	17,719	2.0%			67	3.8%
21	18,235	2.0%			87	4.9%
22	17,674	2.0%			85	4.8%
23	17,056	1.9%			72	4.0%
24	15,854	1.8%	**1918	18.9%	71	4.0%
25-29	76,190	8.5%	1,407	13.8%	262	14.7%
30-34	77,943	8.7%	1,258	12.4%	199	11.2%
35-39	85,273	9.5%	1,403	13.8%	216	12.1%
40-44	93,128	10.4%	1,238	12.2%	187	10.5%
45-49	89,652	10.0%	900	8.9%	119	6.7%
50-54	78,169	8.8%	526	5.2%	80	4.5%
55-59	59,195	6.6%	284	2.8%	43	2.4%
60+	167,511	18.8%	276	2.7%	92	5.2%
Missing or Unknown					26	1.5%
<b>TOTALS</b>	<b>892,952</b>		<b>10,168</b>		<b>1,784</b>	

\* 18-19 year old drivers combined

\*\* 20-24 year old drivers combined

## Impaired Driving by Counties and Cities

Table 24 presents information on impaired driving collisions for Idaho counties. Population numbers are based on 2000 U.S. Census estimates for counties.

<b>Table 24</b>							
<b>Impaired Driving Collisions by County: 2000</b>							
	<b>Population (in 1,000s)</b>	<b>Number of Collisions</b>			<b>Number of Persons</b>		<b>Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>50,000 and over</b>							
Ada	300.9	388	6	207	6	344	0.7
Bannock	75.6	86	2	43	2	78	0.6
Bonneville	82.5	115	10	55	10	90	0.8
Canyon	131.4	218	7	129	7	211	1.0
Kootenai	108.7	162	8	86	12	128	0.9
Twin Falls	64.3	88	4	41	4	59	0.7
<b>Mean Collision Rate</b>							<b>0.8</b>
<b>20,000 - 49,999</b>							
Bingham	41.7	59	3	35	3	69	0.9
Bonner	36.8	54	6	25	6	36	0.8
Cassia	21.4	31	2	11	2	21	0.6
Elmore	29.1	36	2	20	2	32	0.8
Latah	34.9	30	1	15	1	20	0.5
Madison	27.5	13	0	13	0	20	0.5
Minidoka	20.2	27	1	21	1	37	1.1
Nez Perce	37.4	65	0	37	0	56	1.0
Payette	20.6	23	1	14	3	18	0.7
<b>Mean Collision Rate</b>							<b>0.8</b>
<b>10,000 - 19,999</b>							
Blaine	19.0	19	1	14	1	18	0.8
Franklin	11.3	17	0	9	0	14	0.8
Fremont	11.8	17	1	11	1	17	1.0
Gem	15.2	15	2	5	2	10	0.5
Gooding	14.2	26	3	14	3	30	1.2
Idaho	15.5	33	0	20	0	34	1.3
Jefferson	19.2	13	2	7	6	11	0.5
Jerome	18.3	30	2	16	3	26	1.0
Owyhee	10.6	15	0	10	0	14	0.9
Shoshone	13.8	26	1	11	1	19	0.9
Washington	10.0	5	1	3	1	6	0.4
<b>Mean Collision Rate</b>							<b>0.8</b>

**Table 24 (Continued)**  
**Impaired Driving Collisions by County: 2000**

	<b>Population (in 1,000s)</b>	<b>Number of Collisions</b>			<b>Number of Persons</b>		<b>Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>5,000 - 9,999</b>							
Bear Lake	6.4	7	1	4	1	6	0.8
Benewah	9.2	29	3	16	3	30	2.1
Boise	6.7	23	1	13	1	18	2.1
Boundary	9.9	6	0	3	0	6	0.3
Caribou	7.3	4	0	2	0	2	0.3
Clearwater	8.9	6	1	4	1	4	0.6
Lemhi	7.8	5	0	3	0	7	0.4
Power	7.5	25	5	12	7	25	2.3
Teton	6.0	7	0	5	0	13	0.8
Valley	7.7	22	4	8	4	17	1.6
<b>Mean Collision Rate</b>							<b>1.1</b>
<b>0 - 4,999</b>							
Adams	3.5	7	1	4	1	4	1.4
Butte	2.9	6	1	3	1	6	1.4
Camas	1.0	4	1	3	1	3	4.0
Clark	1.0	3	0	1	0	1	1.0
Custer	4.3	7	0	5	0	10	1.2
Lewis	3.7	9	0	5	0	9	1.3
Lincoln	4.0	1	0	1	0	1	0.2
Oneida	4.1	8	0	2	0	8	0.5
<b>Mean Collision Rate</b>							<b>1.1</b>
<b>Statewide Totals</b>	<b>1,294.0</b>	<b>1,790</b>	<b>84</b>	<b>966</b>	<b>97</b>	<b>1,588</b>	<b>0.8</b>

Table 25 presents information on impaired driving collisions for cities with populations exceeding 2,000 people. Population figures are based on the 2000 U.S. Census estimates for Cities.

<b>Table 25</b>							
<b>Impaired Driving Collisions by City: 2000</b>							
	<b>Population (in 1,000s)</b>	<b>Number of Collisions</b>			<b>Number of Persons</b>		<b>Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>40,000 and over</b>							
Boise	185.8	247	3	131	3	212	0.7
Idaho Falls	50.7	63	3	28	3	44	0.6
Nampa	51.9	86	2	47	2	74	0.9
Pocatello	51.5	54	1	22	1	34	0.4
<b>Mean Collision Rate</b>							<b>0.7</b>
<b>15,000 - 39,999</b>							
Caldwell	26.0	32	0	19	0	28	0.7
Coeur d'Alene	34.5	52	0	30	0	47	0.9
Lewiston	30.9	35	0	18	0	30	0.6
Meridian	34.9	25	0	15	0	26	0.4
Moscow	21.3	12	0	4	0	5	0.2
Post Falls	17.2	18	0	8	0	14	0.5
Rexburg	17.3	2	0	2	0	2	0.1
Twin Falls	34.5	39	0	17	0	19	0.5
<b>Mean Collision Rate</b>							<b>0.5</b>
<b>5,000 - 14,999</b>							
Ammon	6.2	3	1	0	1	0	0.2
Blackfoot	10.4	4	1	2	1	2	0.3
Burley	9.3	14	0	4	0	8	0.4
Chubbuck	9.7	4	0	1	0	1	0.1
Eagle	11.1	13	0	8	0	15	0.7
Emmett	5.5	2	0	2	0	2	0.4
Garden City	10.6	21	0	11	0	16	1.0
Hailey	6.2	4	0	3	0	4	0.5
Hayden	9.2	7	0	6	0	7	0.7
Jerome	7.8	5	0	2	0	5	0.3
Kuna	5.4	2	0	1	0	1	0.2
Mountain Home	11.1	5	0	1	0	2	0.1
Payette	7.1	5	0	4	0	5	0.6
Rupert	5.6	2	0	0	0	0	0.0
Sandpoint	6.8	9	0	3	0	3	0.4
Weiser	5.3	0	0	0	0	0	0.0
<b>Mean Collision Rate</b>							<b>0.4</b>

**Table 25 (Continued)**  
**Impaired Driving Collisions by City: 2000**

	<b>Population (in 1,000s)</b>	<b>Number of Collisions</b>			<b>Number of Persons</b>		<b>Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>2,000 - 4,999</b>							
American Falls	4.1	5	0	2	0	2	0.5
Bonnars Ferry	2.5	1	0	0	0	0	0.0
Buhl	4.0	3	0	2	0	4	0.5
Dalton Gardens	2.3	2	0	1	0	1	0.4
Fruitland	3.8	4	0	3	0	4	0.8
Gooding	3.4	0	0	0	0	0	0.0
Grangeville	3.2	0	0	0	0	0	0.0
Heyburn	2.9	0	0	0	0	0	0.0
Homedale	2.5	1	0	1	0	2	0.4
Kellogg	2.4	3	0	0	0	0	0.0
Ketchum	3.0	2	0	1	0	1	0.3
Kimberly	2.6	2	0	1	0	1	0.4
Malad	2.2	3	0	1	0	1	0.5
McCall	2.1	3	0	1	0	1	0.5
Middleton	3.0	1	0	1	0	1	0.3
Montpelier	2.8	1	1	0	1	0	0.4
Orofino	3.2	1	0	0	0	0	0.0
Preston	4.7	3	0	1	0	1	0.2
Rathdrum	4.8	2	0	0	0	0	0.0
Rigby	3.0	0	0	0	0	0	0.0
St. Anthony	3.3	1	0	1	0	1	0.3
St. Maries	2.7	2	0	0	0	0	0.0
Salmon	3.1	2	0	2	0	6	0.6
Shelley	3.8	1	0	0	0	0	0.0
Soda Springs	3.4	0	0	0	0	0	0.0
Wendell	2.3	3	0	0	0	0	0.0
<b>Mean Collision Rate</b>							<b>0.2</b>

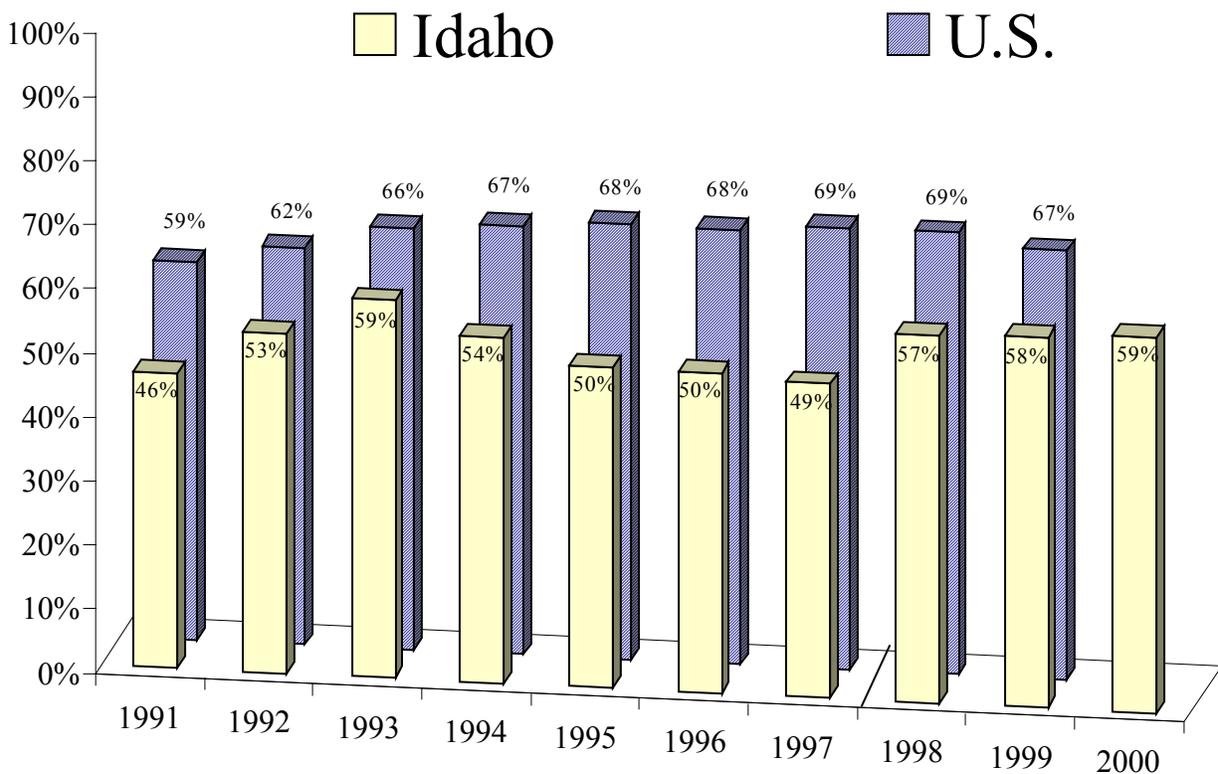
## Safety Restraint Usage

Idaho's seat belt use law, effective July 1, 1986, requires seat belt use for front seat passengers and drivers, regardless of residency, in vehicles with a gross vehicle weight of 8,000 pounds or less that were manufactured with safety belts. The law is a "secondary" law and can only be enforced when someone is stopped for another traffic violation. Idaho's child restraint law is a primary enforcement law.

The Office of Highway Safety evaluates compliance rates through analysis of collision data and statewide observational surveys of seat belt use. Observational surveys are conducted by observing shoulder harness use or non-use.

Figure 13 depicts observed shoulder harness use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which make up over 93% of the vehicles involved in motor vehicle crashes. Seat belt use increased after passage of Idaho's secondary law in 1986 and again when enforcement and public information campaigns were intensified in the early 1990's. The U.S. usage rate is based on a combination of observational surveys from all 50 states. At the time of printing this publication, a 2000 U.S. use estimate was not available.

Figure 13  
Observed Seat Belt Usage – Idaho vs. U.S.: 1991 - 2000



## Observational Seat Belt Survey Results

Table 26 shows the observed shoulder harness seat belt use by county. The methodology for the observational seat belt survey was changed in 1998 in accordance with the National Highway Traffic Safety Administration (NHTSA) guidelines. An entirely new sample of counties and observation sites was selected using a two-stage probabilistic sampling method. The method of analysis also changed to correct for the probabilistic sampling and determine the standard error correctly. Comparisons of 1998 and future surveys to historical data (1986 – 1997 surveys) should be made with caution as the new methodology differs greatly from the previous methodology.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Ada	61.2%	67.6%	65.8%	63.8%	-3.0%	3.9%
Bannock	46.2%	42.3%	48.7%	49.5%	1.6%	3.3%
Bingham	28.1%	36.6%	39.7%	39.6%	-0.3%	19.3%
Blaine	----	48.8%	48.9%	38.9%	-20.4%	----
Bonner	58.0%	58.4%	48.4%	57.2%	18.2%	-8.2%
Bonneville	38.9%	54.0%	58.8%	56.6%	-3.7%	23.9%
Canyon	59.4%	57.8%	62.9%	58.3%	-7.3%	3.1%
Caribou	29.2%	----	----	----	----	----
Cassia	35.8%	33.4%	38.7%	40.5%	4.7%	4.6%
Clearwater	37.7%	----	----	----	----	----
Elmore	----	52.7%	47.3%	55.0%	16.3%	----
Franklin	30.9%	----	----	----	----	----
Kootenai	61.5%	60.6%	53.4%	64.6%	21.0%	-6.7%
Latah	64.4%	58.6%	60.5%	61.5%	1.7%	-2.9%
Lemhi	29.6%	----	----	----	----	----
Madison	31.9%	43.7%	41.6%	45.1%	8.4%	16.1%
Minidoka	25.5%	29.5%	35.6%	44.3%	24.4%	18.2%
Nez Perce	48.3%	63.1%	57.0%	52.3%	-8.2%	10.5%
Payette	----	65.5%	66.6%	59.6%	-10.5%	----
Twin Falls	46.2%	39.8%	46.4%	52.6%	13.4%	1.4%

The observational survey is a representative sample of the State and does not include all counties.

Table 27 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts<sup>4</sup> by vehicle type. District 1 (northern Idaho) and district 3 (south western Idaho) had the highest overall usage at 62%, while district 4 (south central Idaho) had the overall lowest usage at 46%.

<b>ITD District</b>	<b>Passenger Cars</b>	<b>Vans and Sport Utility Vehicles</b>	<b>Pickup Trucks</b>	<b>All Vehicles</b>
<b>1</b>	69.1%	64.6%	50.4%	62.1%
<b>2</b>	64.5%	60.3%	42.2%	56.7%
<b>3</b>	67.8%	61.9%	51.3%	61.9%
<b>4</b>	54.8%	55.4%	27.2%	45.9%
<b>5</b>	53.9%	45.8%	32.3%	46.7%
<b>6</b>	56.8%	59.6%	33.9%	51.5%
<b>Statewide</b>	<b>64.8%</b>	<b>60.7%</b>	<b>46.0%</b>	<b>58.6%</b>

Usage rates for the occupants of pickup trucks continue to be significantly lower than usage rates for other types of passenger vehicles. The usage rate for pickup truck occupants in 2000 ranged from a high of 54.5% in Kootenai County to a low of 19.6% in Blaine County.

Seat belt usage varied by the type of roadway the vehicles were traveling on. It ranged from a high of 72.6% on urban interstates to a low of 40.0% on rural minor collectors. While there was no difference between urban and rural sites, there was a difference of 4.8 percentage points between major and minor roads. The difference was not statistically significant. Major roads were defined as interstates and principal arterials. Minor roads were comprised of the rest of the roadway functional classifications.

## Self-Reported Seat Belt Usage Results

Table 28 shows the self-reported seat belt use for people, ages 4 and older, in passenger cars, pickups, sport utility vehicles and vans that were killed or seriously injured. Research has indicated there is a tendency for persons involved in collisions to falsely report compliance with the seat belt law and thus, self-reported use tends to overstate actual use<sup>5</sup>. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

<b>Injury Type</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Fatalities -Restrained Used	22.0%	27.4%	22.8%	28.7%	25.9%	3.9%
Serious Injuries -Restraint Used	46.7%	48.5%	50.0%	49.7%	-0.6%	3.5%

Of the 237 motor vehicle occupants killed in 2000, only 68 were using seat belts. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. By this estimate, we can deduce that 68 lives were saved in 2000 by seat belt usage. An additional 85 lives could have been saved if everyone had buckled up.

## Costs of Injuries

Table 29 illustrates the costs of injuries sustained by occupants, over the age of four, of passenger vehicles for persons both using and not using safety restraints.

<b>Injury Type</b>	<b>Safety Restraints</b>		<b>Costs of Injuries</b>	
	<b>Used</b>	<b>Not Used</b>	<b>Used</b>	<b>Not Used</b>
Fatality	68	169	\$201,165,690	\$499,955,906
Serious Injury	719	729	\$147,256,016	\$149,304,083
Visible Injury	3,024	1,757	\$123,867,091	\$71,969,074
Possible Injury	5,088	1,584	\$109,994,851	\$34,243,680
<b>Total</b>			<b>\$582,283,647</b>	<b>\$755,472,743</b>

The cost of injuries for persons not using safety restraints was \$173.2 million dollars more than for those who were using safety restraints. This is a conservative estimate of the difference. The true difference may be higher since many of the people may have falsely reported their seat belt usage. Assuming that 70% of the cost of collisions is passed on to the general public (page 9), every person in Idaho contributed about \$94 for those persons who chose not to buckle up.

## Child Safety Seat – Self-Reported Usage

Table 30 shows self-reported child safety seat use for children, under age 4, in passenger cars, pickups, sport utility vehicles, and vans from 1997 to 2000. Overall, the use rate has increased from 67% in 1997 to 82% in 2000. Idaho Code requires every child, under the age of four, and weighing less than 40 pounds be restrained in a car safety seat which meets the federal standards when traveling in a noncommercial motor vehicle manufactured with seat belts after January 1, 1966.

<b>Injury Type</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
<b>Fatalities</b>						
Restrained	2	2	4	1	-75.0%	50.0%
Unrestrained	2	6	1	0	-100.0%	58.3%
<b>Serious Injuries</b>						
Restrained	9	7	3	9	200.0%	-39.7%
Unrestrained	10	10	9	7	-22.2%	-5.0%
<b>Visible Injuries</b>						
Restrained	38	38	51	32	-37.3%	17.1%
Unrestrained	49	36	35	20	-42.9%	-14.7%
<b>Possible Injuries</b>						
Restrained	66	91	73	85	16.4%	9.0%
Unrestrained	56	45	34	29	-14.7%	-22.0%
<b>No Injuries</b>						
Restrained	1,157	1,326	1,262	1,414	12.0%	4.9%
Unrestrained	499	459	317	285	-10.1%	-19.5%
<b>Total Restrained</b>	<b>1,280</b>	<b>1,469</b>	<b>1,396</b>	<b>1,553</b>	<b>11.2%</b>	<b>4.9%</b>
<b>Total Unrestrained</b>	<b>619</b>	<b>562</b>	<b>397</b>	<b>348</b>	<b>-12.3%</b>	<b>-19.3%</b>
<b>% of Children Restrained</b>	<b>67.4%</b>	<b>72.3%</b>	<b>77.9%</b>	<b>81.7%</b>	<b>4.9%</b>	<b>7.5%</b>

The National Highway Traffic Safety Administration estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that child safety seats saved 1 life in 2000. Additionally, 5 of the 7 unrestrained serious injuries may have been prevented if they had all been properly restrained.

## Local Safety Restraint Usage

Table 31 presents self-reported restraint use rates for counties comparing 1997 through 2000. Collision data provides an analysis of the restraint use at the local level. This information is self reported to the investigating officer after a collision. Self-reported usage is consistently higher than observational seat belt usage.

County by Population	1997	1998	1999	2000	Change 1999-2000	Avg. Yearly Change 1997-99
<b>50,000 and over</b>						
Ada	78.7%	83.3%	82.8%	84.1%	1.6%	2.6%
Bannock	74.8%	76.6%	79.5%	79.0%	-0.6%	3.1%
Bonneville	71.5%	72.2%	73.5%	73.8%	0.4%	1.4%
Canyon	74.8%	75.7%	78.7%	78.2%	-0.6%	2.6%
Kootenai	82.2%	81.8%	82.4%	84.9%	3.0%	0.1%
Twin Falls	70.8%	71.7%	72.6%	75.6%	4.1%	1.3%
<b>20,000 - 49,999</b>						
Bingham	62.3%	61.2%	63.1%	67.9%	7.6%	0.7%
Bonner	73.9%	77.7%	75.5%	76.3%	1.1%	1.2%
Cassia	63.1%	68.2%	65.6%	71.2%	8.5%	2.1%
Elmore	69.2%	71.9%	76.4%	78.6%	2.9%	5.1%
Latah	81.8%	80.8%	82.2%	83.3%	1.3%	0.3%
Madison	62.4%	64.0%	69.5%	65.5%	-5.8%	5.6%
Minidoka	67.5%	64.6%	59.2%	66.2%	11.8%	-6.3%
Nez Perce	76.2%	81.8%	80.8%	82.1%	1.6%	3.1%
Payette	72.5%	75.0%	76.9%	81.4%	5.9%	3.0%
<b>10,000 - 19,999</b>						
Blaine	69.8%	77.0%	76.9%	63.7%	-17.2%	5.1%
Franklin	51.0%	65.3%	70.3%	70.8%	0.7%	17.8%
Fremont	59.0%	60.3%	70.8%	60.9%	-14.1%	9.8%
Gem	61.8%	61.6%	55.9%	60.1%	7.4%	-4.8%
Gooding	59.6%	54.6%	58.5%	62.4%	6.7%	-0.6%
Idaho	68.9%	64.7%	66.7%	70.5%	5.7%	-1.5%
Jefferson	63.5%	66.7%	67.3%	64.1%	-4.7%	3.0%
Jerome	72.8%	73.5%	69.6%	68.5%	-1.6%	-2.2%
Owyhee	70.9%	63.7%	63.9%	60.0%	-6.1%	-4.9%
Shoshone	73.6%	67.5%	65.1%	68.6%	5.4%	-5.9%
Washington	67.0%	61.9%	62.4%	68.7%	10.1%	-3.4%

**Table 31 (Continued)**  
**Self-Reported Restraint Use by County: 1997-2000**  
**(persons in passenger cars, pickups, sport utility vehicles and vans only)**

<b>County by Population</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
<b>5,000 - 9,999</b>						
Bear Lake	52.2%	64.1%	61.8%	55.5%	-10.2%	9.6%
Benewah	66.9%	66.3%	66.1%	60.4%	-8.6%	-0.6%
Boise	73.3%	70.9%	78.7%	76.2%	-3.2%	3.9%
Boundary	80.5%	74.1%	74.7%	78.6%	5.2%	-3.6%
Caribou	62.1%	61.3%	65.0%	66.3%	2.0%	2.4%
Clearwater	59.3%	73.5%	61.1%	69.7%	14.0%	3.5%
Lemhi	47.8%	43.4%	41.3%	34.9%	-15.4%	-7.0%
Power	66.2%	74.3%	66.8%	65.0%	-2.7%	1.1%
Teton	56.8%	63.3%	53.8%	73.1%	35.9%	-1.8%
Valley	65.8%	74.2%	82.1%	74.0%	-9.8%	11.7%
<b>0 - 4,999</b>						
Adams	71.1%	70.8%	69.3%	79.6%	14.9%	-1.3%
Butte	63.9%	41.4%	54.2%	68.8%	26.8%	-2.1%
Camas	59.4%	55.2%	63.2%	48.4%	-23.4%	3.7%
Clark	65.6%	79.1%	82.1%	86.8%	5.7%	12.2%
Custer	68.8%	63.1%	73.8%	70.1%	-5.0%	4.3%
Lewis	61.3%	57.2%	60.2%	64.1%	6.4%	-0.7%
Lincoln	63.2%	61.8%	53.0%	76.7%	44.8%	-8.2%
Oneida	67.0%	61.3%	64.9%	73.5%	13.3%	-1.3%
<b>Statewide Average</b>	<b>72.8%</b>	<b>74.5%</b>	<b>76.3%</b>	<b>77.5%</b>	<b>1.6%</b>	<b>2.4%</b>

## Aggressive Driving

Table 32 shows information about collisions in Idaho from 1997 through 2000 involving aggressive driving. Aggressive driving collisions include those collisions where an officer indicates on the collision report that aggressive driving behaviors contributed to a collision. These behaviors include failure to yield right of way, passed stop sign, exceeded posted speed, driving too fast for conditions, following too close and disregarded signal. Aggressive driving is not to be confused with road rage, which are deliberate and violent acts against another driver.

An officer may indicate up to three contributing circumstances for each vehicle in a collision. Thus the total number of fatalities and injuries attributed to these behaviors in the top portion of the table do not equal the sum of the fatalities and injuries attributed to individual behaviors in the bottom of the table.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Total Aggressive Driving Collisions	13,967	14,297	14,817	15,388	3.9%	3.0%
Fatalities	127	101	147	120	-18.4%	12.5%
Serious Injuries	1,047	1,046	1,043	951	-8.8%	-0.2%
Visible Injuries	3,175	3,231	3,256	3,358	3.1%	1.3%
Possible Injuries	4,598	4,590	4,721	4,807	1.8%	1.3%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	439	391	459	395	-13.9%	3.2%
Fail to Yield Right of Way	366	402	410	344	-16.1%	5.9%
Exceeded Posted Speed	202	178	174	188	8.0%	-7.1%
Passed Stop Sign	118	115	130	74	-43.1%	5.3%
Following Too Close	96	120	103	104	1.0%	5.4%
Disregarded Signal	70	67	67	75	11.9%	-2.1%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	8.95	8.41	8.31	7.80	-6.1%	-3.7%

\* Three contributing circumstances possible per unit involved in each collision

In 2000, aggressive driving was a contributing factor in 59% of all collisions in Idaho. The economic cost of collisions involving aggressive driving was \$811.5 million dollars in 2000. This represents 51% of the total costs of Idaho collisions (as shown in Table 4).

## Youthful Drivers

Table 33 shows the collisions involving drivers age 15 to 19. In 2000, youthful driver collisions represented 29% of all collisions. In 2000, drivers age 15-19 represented 9% of the licensed drivers; yet youthful drivers represented 19% of drivers in all collisions and 16% of drivers in fatal and serious injury collisions.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Total Collisions	7,563	7,618	7,258	7,490	3.2%	-2.0%
Fatalities	58	55	66	48	-27.3%	7.4%
Serious Injuries	539	540	463	437	-5.6%	-7.0%
Visible Injuries	1,869	1,804	1,632	1,665	2.0%	-6.5%
Possible Injuries	2,555	2,451	2,382	2,341	-1.7%	-3.4%
Drivers 15-19 in Fatal & Serious Injury Collisions	490	467	395	399	1.0%	-10.1%
% of all Drivers in Fatal & Serious Injury Collisions	19.0%	18.3%	15.9%	16.0%	1.0%	-8.4%
Licensed Drivers 15-19	76,704	77,712	77,943	79,353	1.8%	0.8%
% of Total Licensed Drivers	9.0%	8.9%	8.8%	8.9%	0.5%	-0.9%
Driver Involvement Rate*	2.11	2.05	1.80	1.81	0.5%	-7.6%
Teen Drivers in Fatal Crashes	52	51	64	47	-26.6%	11.8%
Impaired Teen Drivers in Fatal Crashes	15	9	11	8	-27.3%	-8.9%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	28.8%	17.6%	17.2%	17.0%	-1.0%	-20.7%

*\*The Driver Involvement Rate is the percent of drivers involved in fatal and serious injury collisions divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

In 2000, the economic cost of collisions involving youthful drivers was \$360.4 million dollars. This represents 23% of the total cost of collisions in 2000 (as shown in Table 4).

## Emergency Medical Services

Table 34 shows Emergency Medical Services response to collisions in Idaho. EMS response to collisions indicates the number of collisions where an EMS unit responded to a collision and transported persons to medical facilities.

<b>Table 34</b>						
<b>Emergency Medical Services Response to Collisions: 1997-2000</b>						
	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Total Collisions	23,839	24,041	25,076	26,241	4.6%	2.6%
Response to Fatal & Injury Collisions	5,819	5,917	6,282	6,381	1.6%	3.9%
% of Fatal & Injury Collisions	62.4%	63.5%	66.1%	66.2%	0.2%	3.0%
Persons Killed or Injured in Collisions	14,392	14,185	14,347	14,552	1.4%	-0.1%
Transported from Rural Areas	2,567	2,452	2,401	3,536	47.3%	-3.3%
Transported from Urban Areas	3,763	3,511	3,739	2,637	-29.5%	-0.1%
Total Transported by EMS	6,317	5,940	6,140	6,173	0.5%	-1.3%
% of Killed/Injured Transported	43.9%	41.9%	42.8%	42.4%	-0.9%	-1.2%
Trapped and Extricated	535	518	546	578	5.9%	1.1%
Fatal/Serious Injuries Transported by Helicopter	148	146	148	184	24.3%	0.0%

The availability and quality of services provided by local Emergency Medical Services may mean the difference between life and death for someone injured in a traffic collision. Improved post-crash victim care works to reduce the severity of trauma incurred by collision victims. The sooner someone receives appropriate medical care, the better the chances of recovery. This care is especially critical in rural areas because of the time needed to transport a victim to a trauma hospital.

## Pedestrians in Collisions

Table 35 gives information about pedestrians in collisions from 1997 to 2000. Pedestrian collisions increased by 9% in 2000. Of all pedestrians involved in collisions in 2000, 99% received some degree of injury. Of those injured or killed in pedestrian collisions, 41% were between the ages of 4 and 19. Surprisingly, all of the pedestrians killed in 2000 were over the age of 50. Impaired pedestrians were involved in 4% of all pedestrian collisions and 17% of fatal pedestrian collisions.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Pedestrian Collisions	243	186	181	198	9.4%	-13.1%
Fatalities	19	7	14	6	-57.1%	18.4%
Serious Injuries	73	57	59	60	1.7%	-9.2%
Visible Injuries	98	87	74	77	4.1%	-13.1%
Possible Injuries	62	51	38	64	68.4%	-21.6%
Pedestrians in Collisions	253	205	185	210	13.5%	-14.4%
Pedestrian Fatal and Serious Injuries	92	64	73	66	-9.6%	-8.2%
% of All Fatal and Serious Injuries	4.3%	3.1%	3.5%	3.3%	-5.4%	-7.5%
Impaired Fatal and Serious Injuries*	19	11	8	4	-50.0%	-34.7%
% of Pedestrian Fatal & Serious Injuries	20.7%	17.2%	11.0%	6.1%	-44.7%	-26.5%
<b>Pedestrians in Fatal and Injury Collisions by Age</b>						
0 to 3	10	5	5	4	-20.0%	-25.0%
4 to 14	72	59	53	46	-13.2%	-14.1%
15 to 19	36	36	30	39	30.0%	-8.3%
20 to 24	18	13	14	10	-28.6%	-10.0%
25 to 34	25	18	15	32	113.3%	-22.3%
35 to 44	29	19	22	17	-22.7%	-9.3%
45 to 54	35	23	18	25	38.9%	-28.0%
55 to 64	12	10	14	12	-14.3%	11.7%
65 and Older	13	15	9	15	66.7%	-12.3%
Missing/Unknown Age	2	4	5	8	60.0%	62.5%
<i>* Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.</i>						

In 2000, the economic cost of collisions involving pedestrians was \$34.6 million dollars. This represents 2% of the total cost of Idaho collisions (as shown in Table 4).

## Bicyclists in Collisions

Table 36 gives information about bicyclists in collisions from 1997 to 2000. The number of bicycle collisions decreased in 2000. Of the bicyclists involved in collisions in 2000, 99% received some degree of injury. Of all bicyclists involved in collisions in 2000, 57% were between the ages of 4 and 19. The percentage of bicyclists involved in collisions that were wearing helmets continues to remain very low.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Bicycle Collisions	315	297	354	334	-5.6%	6.7%
Fatalities	1	2	4	3	-25.0%	100.0%
Serious Injuries	38	46	53	49	-7.5%	18.1%
Visible Injuries	182	164	197	190	-3.6%	5.1%
Possible Injuries	91	85	101	93	-7.9%	6.1%
Bicyclists in Collisions	325	306	364	338	-7.1%	6.6%
Bicycle Fatal and Serious Injuries	39	48	57	52	-8.8%	20.9%
% of All Fatal and Serious Injuries	1.8%	2.3%	2.7%	2.6%	-4.5%	22.4%
Bicyclists in Collisions Wearing Helmets	32	41	46	49	6.5%	20.2%
% of Bicyclists Wearing Helmets	9.8%	13.4%	12.6%	14.5%	14.7%	15.2%
Impaired Fatal and Serious Injuries*	3	2	3	2	-33.3%	8.3%
% of Bicycle Fatal & Serious Injuries	7.7%	4.2%	5.3%	3.8%	-26.9%	-9.8%
<b>Bicyclists in Collisions by Age</b>						
0 to 3	3	1	2	1	-50.0%	200.0%
4 to 14	132	128	140	126	-10.0%	3.2%
15 to 19	49	58	67	67	0.0%	16.9%
20 to 24	36	22	38	25	-34.2%	16.9%
25 to 34	43	29	36	36	0.0%	-4.2%
35 to 44	29	24	28	47	67.9%	-0.3%
45 to 54	8	13	23	23	0.0%	69.7%
55 to 64	1	9	8	4	-50.0%	394.4%
65 and Older	5	3	4	2	-50.0%	-3.3%
Missing/Unknown Age	6	10	12	7	-41.7%	43.3%

\* Implies the bicyclist was impaired, the sobriety of the driver that struck the bicyclist is not taken into account.

In 2000, the economic cost of collisions involving bicyclists was \$28.7 million dollars. This represents 2% of the total cost of Idaho collisions (as shown in Table 4).

## Motorcyclists in Collisions

Table 37 shows data for motorcyclists involved in collisions from 1997 to 2000. The number of motorcycle collisions increased significantly in 2000 after a steady decrease over recent years. Of all motorcyclists involved in collisions in 2000, 86% received some degree of injury. Impaired motorcycle drivers were involved in 12% of all motorcycle collisions and 33% of fatal motorcycle collisions. Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Motorcycle Collisions	307	292	251	363	44.6%	-9.5%
Fatalities	17	6	12	18	50.0%	17.6%
Serious Injuries	104	99	94	117	24.5%	-4.9%
Visible Injuries	130	149	107	171	59.8%	-6.8%
Possible Injuries	65	45	45	57	26.7%	-15.4%
Motorcyclists in Collisions	361	345	290	422	45.5%	-10.2%
Registered Motorcycles	34,933	34,474	40,968	42,165	2.9%	8.8%
Motorcyclists Wearing Helmets	110	115	98	151	54.1%	-5.1%
% Motorcyclists Wearing Helmets	30.5%	33.3%	33.8%	35.8%	5.9%	5.4%
Motorcycle Drivers in Collisions by Age						
0 to 15	7	4	4	6	50.0%	-21.4%
15 to 19	51	41	16	28	75.0%	-40.3%
20 to 24	44	65	47	58	23.4%	10.0%
25 to 34	67	62	53	74	39.6%	-11.0%
35 to 44	68	54	48	78	62.5%	-15.8%
45 to 54	38	46	59	78	32.2%	24.7%
55 to 64	24	17	16	31	93.8%	-17.5%
65 and up	6	5	7	11	57.1%	11.7%
Missing/Unknown	5	3	1	2	100.0%	-53.3%

In 2000, the economic cost of collisions involving motorcyclists was \$85.5 million dollars. This represents 5% of the total cost of Idaho collisions (as shown in Table 4).

## Commercial Motor Vehicles in Collisions

Table 38 shows Commercial Motor Vehicle (CMV) collisions for 1997 through 2000. For the purposes of collision reporting, CMV's are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels.

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
Fatal Collisions	30	26	29	27	-6.9%	-0.9%
Injury Collisions	521	540	571	509	-10.9%	4.7%
Total Collisions	1,688	1,685	1,868	1,878	0.5%	5.3%
Commercial VMT (100 millions)	18.5	20.3	24.1	23.7	-1.6%	14.2%
Fatal Collision Rate	1.6	1.3	1.2	1.1	-5.4%	-13.5%
Injury Collision Rate	28.1	26.5	23.7	21.5	-9.4%	-8.2%
Total Collision Rate	91.1	82.8	77.5	79.2	2.2%	-7.8%

Table 39 presents the location of CMV collisions by severity and roadway type. While 59% of all CMV collisions occurred on rural roadways, 81% of fatal CMV collisions took place on rural roadways. The largest percentage of all CMV collisions (45%) occurred on local roads, while the largest percentage of fatal CMV collisions (48%) took place on US and State highways.

	<b>Fatal</b>		<b>Injury</b>		<b>Property Damage</b>		<b>All Collisions</b>	
Interstate								
Rural	3	11.1%	78	15.3%	185	13.8%	266	14.2%
Urban	2	7.4%	30	5.9%	81	6.0%	113	6.0%
U.S. or State Highway								
Rural	11	40.7%	146	28.7%	299	22.3%	456	24.3%
Urban	2	7.4%	53	10.4%	139	10.4%	194	10.3%
Local								
Rural	8	29.6%	100	19.6%	286	21.3%	394	21.0%
Urban	1	3.7%	102	20.0%	352	26.2%	455	24.2%
<b>Total</b>	<b>27</b>	<b>1.4%</b>	<b>509</b>	<b>27.1%</b>	<b>1342</b>	<b>71.5%</b>	<b>1878</b>	

Table 40 shows the number of collisions by severity that each type of commercial motor vehicle was involved in for 1997 to 2000.

<b>Table 40</b>						
<b>Collisions Involving Commercial Motor Vehicles by Vehicle Type : 1997-2000</b>						
	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1997-99</b>
<b>Bus</b>						
Fatal Collisions	1	0	2	0	-200.0%	50.0%
Injury Collisions	37	33	41	34	-17.1%	6.7%
Property Damage Collisions	90	106	110	93	-15.5%	10.8%
<b>Single Unit Truck</b>						
Fatal Collisions	8	13	8	6	-25.0%	12.0%
Injury Collisions	186	196	210	190	-9.5%	6.3%
Property Damage Collisions	372	364	427	437	2.3%	7.6%
<b>Single Unit Truck with Trailer</b>						
Fatal Collisions	3	3	3	3	0.0%	0.0%
Injury Collisions	41	49	47	36	-23.4%	7.7%
Property Damage Collisions	125	106	116	106	-8.6%	-2.9%
<b>Truck Tractor Only (Bobtail)</b>						
Fatal Collisions	1	0	0	0	0.0%	-50.0%
Injury Collisions	16	4	6	7	16.7%	-12.5%
Property Damage Collisions	29	16	17	16	-5.9%	-19.3%
<b>Single-Trailer Configurations</b>						
Fatal Collisions	13	7	14	14	0.0%	26.9%
Injury Collisions	222	209	242	204	-15.7%	5.0%
Property Damage Collisions	439	448	513	591	15.2%	8.3%
<b>Double-Trailer Configurations</b>						
Fatal Collisions	4	3	2	5	150.0%	-29.2%
Injury Collisions	30	48	43	47	9.3%	24.8%
Property Damage Collisions	109	98	112	111	-0.9%	2.1%
<b>Triple-Trailer Configurations</b>						
Fatal Collisions	0	0	0	0	0.0%	0.0%
Injury Collisions	1	6	2	4	100.0%	216.7%
Property Damage Collisions	6	10	10	12	20.0%	33.3%

*\*\* Crashes between vehicle types are not mutually exclusive. In other words, a crash involving a bus and a single unit truck would be represented in both categories*

Table 41 shows different vehicle types as a percent of all vehicles in collisions excluding pedestrians, bicyclists and non-motor vehicles.

Vehicle Type	1997	1998	1999	2000	Change 1999-2000	Avg. Yearly Change 1997-99
Passenger Cars	21,358	21,770	22,320	23,149	3.7%	2.2%
%	51.4%	51.4%	50.9%	50.6%	-0.7%	-0.4%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	17,567	18,068	18,807	19,790	5.2%	3.5%
%	42.3%	42.7%	42.9%	43.2%	0.7%	0.8%
Medium Trucks*	751	748	819	793	-3.2%	4.5%
%	1.8%	1.8%	1.9%	1.7%	-7.3%	1.8%
Large Trucks**	893	870	991	1,032	4.1%	5.7%
%	2.1%	2.1%	2.3%	2.3%	-0.3%	2.9%
Buses	128	141	155	127	-18.1%	10.0%
%	0.3%	0.3%	0.4%	0.3%	-21.6%	7.2%
Motorcycles	312	297	257	373	45.1%	-9.1%
%	0.8%	0.7%	0.6%	0.8%	38.9%	-11.5%
All Other***	557	469	472	508	7.6%	-7.6%
%	1.3%	1.1%	1.1%	1.1%	3.0%	-10.0%
TOTALS	41,566	42,363	43,821	45,772	4.5%	2.7%

*\*Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles*  
*\*\*Large trucks include bobtail tractors and tractor-semitrailer combinations*  
*\*\*\*Includes Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other and Unknown or Missing data.*

Table 42 presents injury severity comparisons by vehicle type for all persons in CMV collisions. In 2000 there were 4,323 persons involved in CMV collisions. Occupants of passenger vehicles combined to comprise 46% of the persons involved in CMV collisions. Of the 29 fatalities that occurred in CMV collisions, 83% were occupants of passenger cars, pickups, vans or other vehicles while 17% were occupants of CMV's.

<b>Injury Severity</b>	<b>Commercial Motor Vehicle</b>	<b>Car</b>	<b>Pickup, Van and SUVs*</b>	<b>All Other**</b>	<b>Totals</b>
Fatalities	5	12	9	3	29
% of Fatalities	17.2%	41.4%	31.0%	10.3%	0.7%
Serious Injuries	24	47	50	4	125
% of Serious Injuries	19.2%	37.6%	40.0%	3.2%	2.9%
Visible Injuries	100	92	71	6	269
% of Visible Injuries	37.2%	34.2%	26.4%	2.2%	6.2%
Possible Injuries	138	144	83	6	371
% of Possible Injuries	37.2%	38.8%	22.4%	1.6%	8.6%
Non-Injury	2,000	698	767	20	3,485
% of Non- Injury	57.4%	20.0%	22.0%	0.6%	80.6%
Unknown	23	12	7	2	44
% of Unknown	52.3%	27.3%	15.9%	4.5%	1.0%
Column Totals	2,290	1,005	987	41	4,323
(% OF TOTAL)	53.0%	23.2%	22.8%	0.9%	

*\*Sport Utility Vehicles*  
*\*\*Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.*

In 2000, the economic cost of collisions involving commercial motor vehicles was \$133.1 million dollars. This represents 8% of the total cost of Idaho collisions (as shown in Table 4).

## Motor Vehicle Collisions in Work Zones

Table 43 shows the collisions that took place in work zones for 1997 through 2000.

	1997	1998	1999	2000	Change 1999-2000	Avg. Yearly Change 1997-99
Work Zone Collisions	230	149	258	309	19.8%	19.0%
Fatalities	2	2	1	8	700.0%	-25.0%
Serious Injuries	20	15	16	25	56.3%	-9.2%
Visible Injuries	47	32	45	65	44.4%	4.4%
Possible Injuries	78	40	94	89	-5.3%	43.1%
% All Collisions	1.0%	0.6%	1.0%	1.2%	14.5%	15.1%
Workers Injured	1	0	0	1	100.0%	-50.0%

Most of the crashes that have taken place in work zones have not involved construction workers. The 2 workers that have been injured over the last 4 years were both coded as possible injuries. Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by.

Almost 30% of the collisions in work zones in 2000 were single vehicle collisions and 4 of the 6 fatal collisions involved only 1 vehicle. While overturn was the predominant most harmful event in single vehicle collisions in work zones, rear end was the predominant most harmful event for multiple vehicle collisions in work zones.

Table 44 shows work zone collisions by road type.

	Fatal		Injury		Property Damage		All Collisions	
Interstate								
Rural	1	16.7%	21	18.1%	24	12.8%	46	14.9%
Urban	0	0.0%	22	19.0%	26	13.9%	48	15.5%
U.S. or State Highway								
Rural	2	33.3%	22	19.0%	22	11.8%	46	14.9%
Urban	1	16.7%	27	23.3%	59	31.6%	87	28.2%
Local								
Rural	2	33.3%	6	5.2%	9	4.8%	17	5.5%
Urban	0	0.0%	18	15.5%	47	25.1%	65	21.0%
<b>Total</b>	<b>6</b>	<b>1.9%</b>	<b>116</b>	<b>37.5%</b>	<b>187</b>	<b>60.5%</b>	<b>309</b>	

Table 45 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

<b>Table 45</b>				
<b>Collisions in Work Zones by Transportation District: 2000</b>				
	<b>Fatal Collisions</b>	<b>Injury Collisions</b>	<b>Property Damage Collisions</b>	<b>Total Collisions</b>
District 1	2	23	32	57
District 2	0	4	4	8
District 3	2	69	91	162
District 4	0	11	30	41
District 5	2	3	17	22
District 6	0	6	13	19
<b>Statewide</b>	<b>6</b>	<b>116</b>	<b>187</b>	<b>309</b>

In 2000, the economic cost of collisions in work zones was \$33.4 million dollars. This represents 2% of the total cost of Idaho collisions (as shown in Table 4).

## Glossary of Terms

The following terms are used throughout this report, and are provided to clarify the meaning of the data.

**BICYCLE (PEDACYCLE):** Every vehicle propelled exclusively by human power upon which any person may ride, having two tandem wheels, except scooters and similar devices.

**CHILD SAFETY SEAT:** A car safety seat that meets the requirements of Federal Motor Vehicle Standard 213. Every child under the age of four and weighing less than 40 pounds and is transported in a motor vehicle must be properly restrained in such a seat.

**COLLISION (TRAFFIC):** An unintended event that causes a death, injury or damage and involves a motor vehicle on a public roadway.

**DRIVER (OPERATOR):** Every person who is in actual physical control of a motor vehicle upon a highway.

**FATAL COLLISION:** Any motor vehicle collision that resulted in the death of one or more persons due to injuries received from the collision within 30 days of the collision.

**FATALITY:** An individual involved in a motor vehicle collision who died within 30 days of the collision as a result of injuries sustained in the collision.

**HEAVY TRUCK:** A motor vehicle exceeding 8,000 pounds gross weight, has two or more wheels per axle or has more than two axles and is designed, used or maintained primarily for the transportation of property.

**IMPAIRED DRIVING COLLISION:** Any collision in which an officer indicated on the collision report that alcohol or drugs were used, or were a contributing factor in the collision.

**INJURY:** Bodily harm to a person as a result of a motor vehicle collision.

### **INJURY SEVERITY:**

**Fatal Injury (Death) -** Any injury that results in the death of a person within 30 days of the collision in which the injury was sustained.

**Serious Injury (Incapacitating Injury) -** Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

**Visible Injury (Non-incapacitating, Evident Injury) -** Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the collision in which the injury occurred.

**Possible Injury -** Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating, evident injury.

**LICENSED DRIVER:** A person who is licensed by Idaho to operate a motor vehicle on public highways. A person who has reached the age of 15 years, and who has successfully completed an approved driver's training course, may apply for a class "D" license. Driving privileges are restricted to daylight hours only until the age of 16.

**LOCAL ROAD:** Any road other than an Interstate, U.S. or State Highway

**MOTOR VEHICLE:** Every motorized vehicle which is self-propelled or propelled by electric power obtained from overhead trolley wires but not operated upon rails except motorized wheelchairs.

## Glossary of Terms (Continued)

**OCCUPANT:** A person who is in or on a vehicle.

**PASSENGER:** Any occupant of a vehicle other than its driver.

**PEDESTRIAN:** Any person afoot and any person operating a wheelchair or motorized wheelchair.

**PROPERTY DAMAGE ONLY:** Any collision in which there was property damage of \$751 or more to any one person but no injuries or fatalities.

**RURAL:** All areas, incorporated and unincorporated, with a population of less than 5,000 people.

**SEAT BELT:** A device designed to hold the occupant of a motor vehicle in the seat of a vehicle that was manufactured with safety belts in compliance with Federal Motor Vehicle safety standard number 208. Each occupant of the front seat of a motor vehicle which has a gross vehicle weight of not more than 8,000 pounds, and so manufactured, shall have a seat belt properly fastened about his body at all times when the vehicle is in motion.

**STATE HIGHWAY SYSTEM:** Includes all Interstate, U.S. and State highways (i.e. I-84, US 95, SH 75)

**TRACTOR:** A motor vehicle designed and used primarily for drawing other vehicles but not so constructed as to carry a load other than part of the weight of the vehicle and load so drawn.

**URBAN:** Any incorporated area with a population of 5,000 or more.

**VEHICLE:** Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices used exclusively upon stationary rails or tracks (examples, bicycle, horse-drawn carriage).

**VIOLATION:** A conviction of a misdemeanor charge involving a moving traffic violation, or an admission or judicial determination of the commission of an infraction involving a moving traffic infraction, except bicycle infractions.

## References and Notes

1. U.S. Department of Transportation, Federal Highway Administration, Technical Advisory: Motor Vehicle Accident Costs, T 7570.2, October 31, 1994.
2. Blincoe, L.J. The Economic Cost of Motor Vehicle Accidents, 1994. Washington, DC: U.S. Department of Transportation, NHTSA, 1994.
3. Haddon and S. Baker, "Injury Control," Chapter 8, Preventive and Community Medicine, Edited by C. Clark and B. MacMahon. Title Brown and Co., New York, 1987.
4. Highway District boundaries: District I - North Idaho (Boundary, Bonner, Kootenai, Benewah, and Shoshone Counties), District II - North Central Idaho (Latah, Nez Perce, Lewis, Clearwater, and Idaho Counties), District III - Southwest Idaho (Adams, Valley, Washington, Payette, Gem, Boise, Canyon, Ada, Owyhee, and Elmore Counties), District IV - South Central Idaho (Camas, Blaine, Gooding, Lincoln, Minidoka, Jerome, Twin Falls, and Cassia Counties), District V - Southeast Idaho (Bingham, Power, Bannock, Caribou, Oneida, Franklin, and Bear Lake Counties) and District VI - Eastern Idaho ( Lemhi, Custer, Butte, Clark, Fremont, Jefferson, Madison, Teton, and Bonneville Counties).
5. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.

# **APPENDIX A: Maps of Fatal Collision Locations**

Each spot indicates the location of a fatal collision. The number of fatalities for each transportation district is also given. The maps are intended to give general locations of fatal collisions; the precise location cannot be determined from maps. For precise locations or for the number of collisions on a given roadway, please contact the Office of Highway Safety.



# State of Idaho

## Fatal Collision Locations

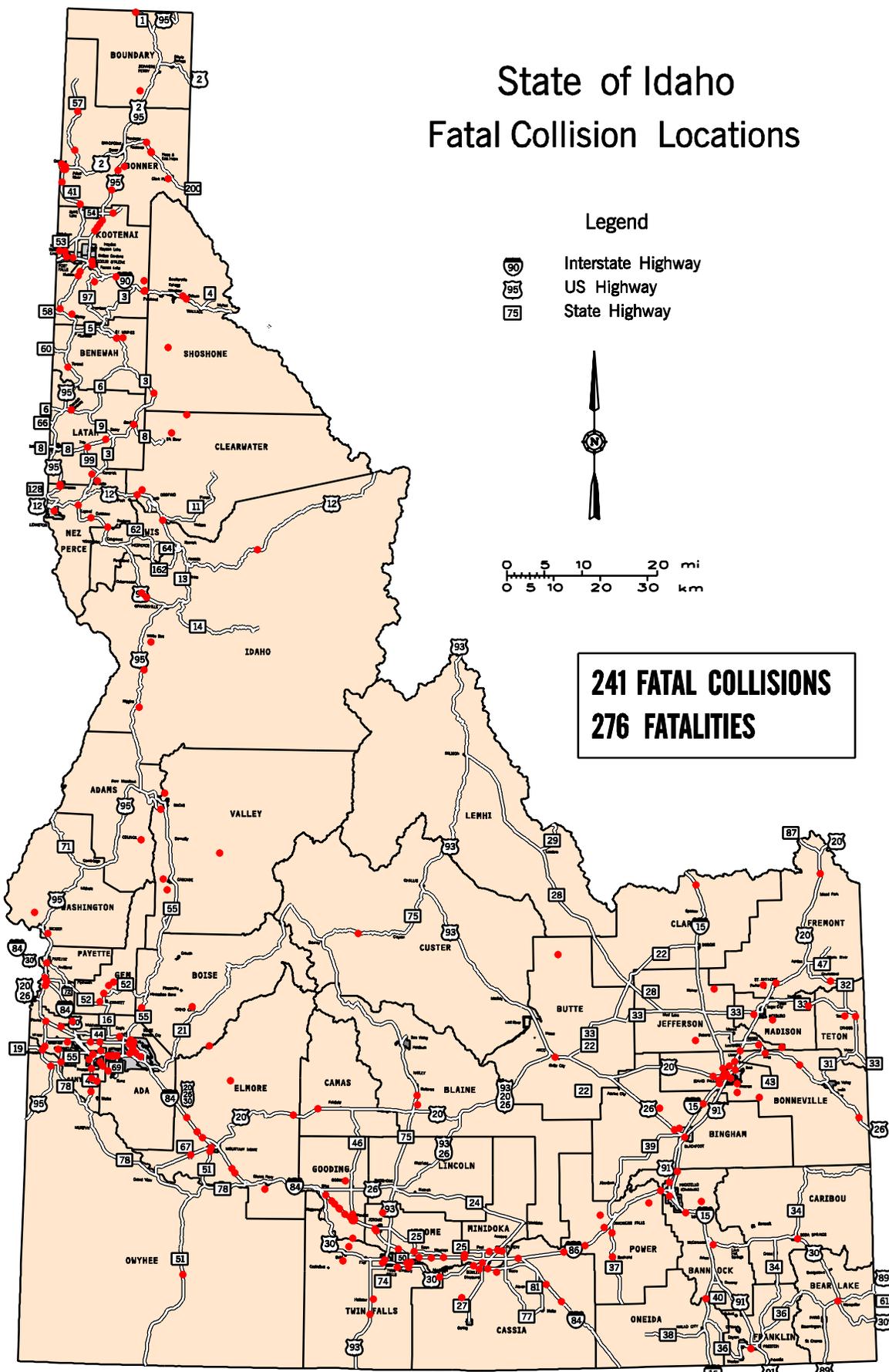
### Legend

- Interstate Highway
- US Highway
- State Highway



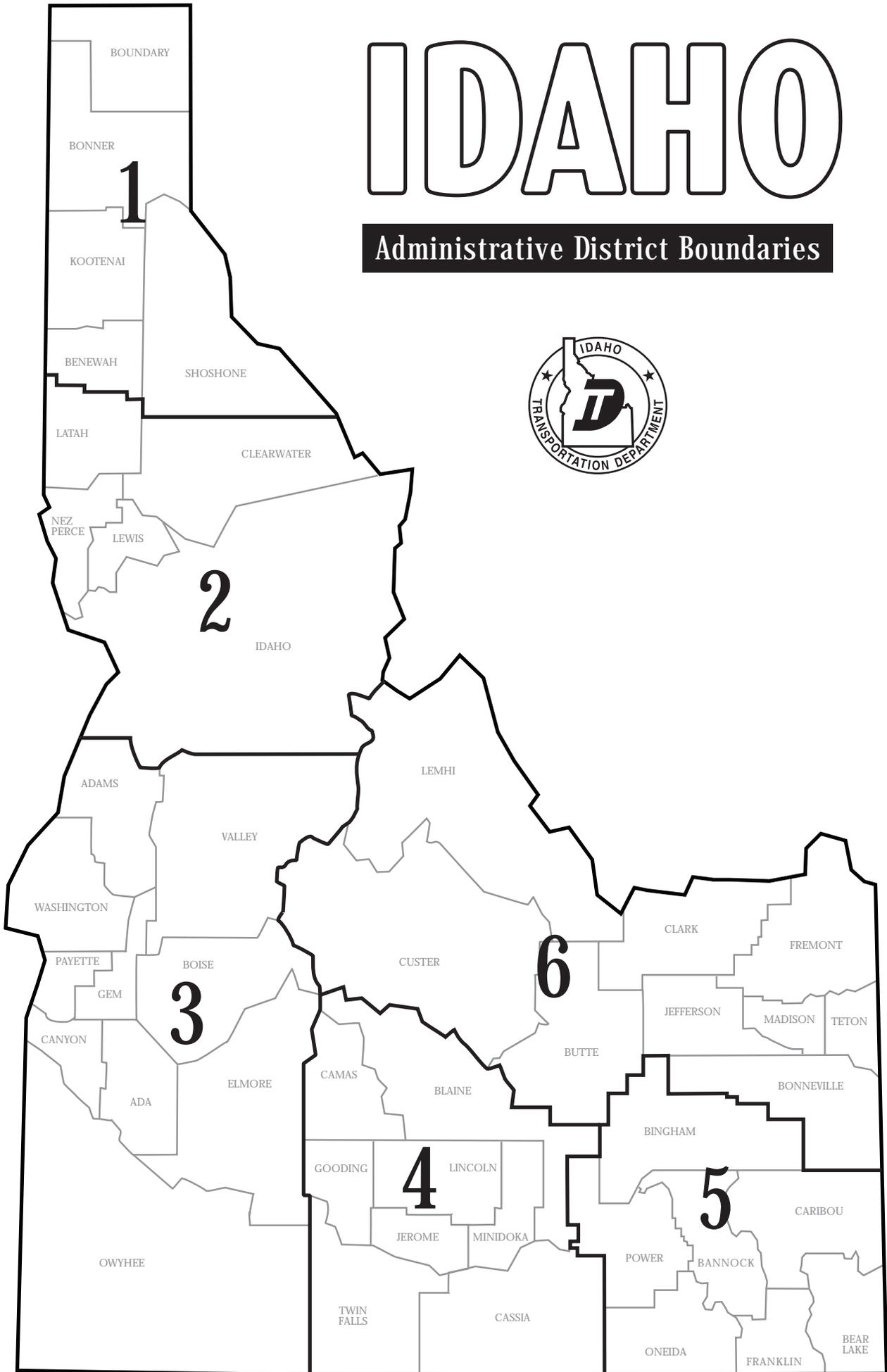
0 5 10 20 mi  
0 5 10 20 30 km

**241 FATAL COLLISIONS**  
**276 FATALITIES**



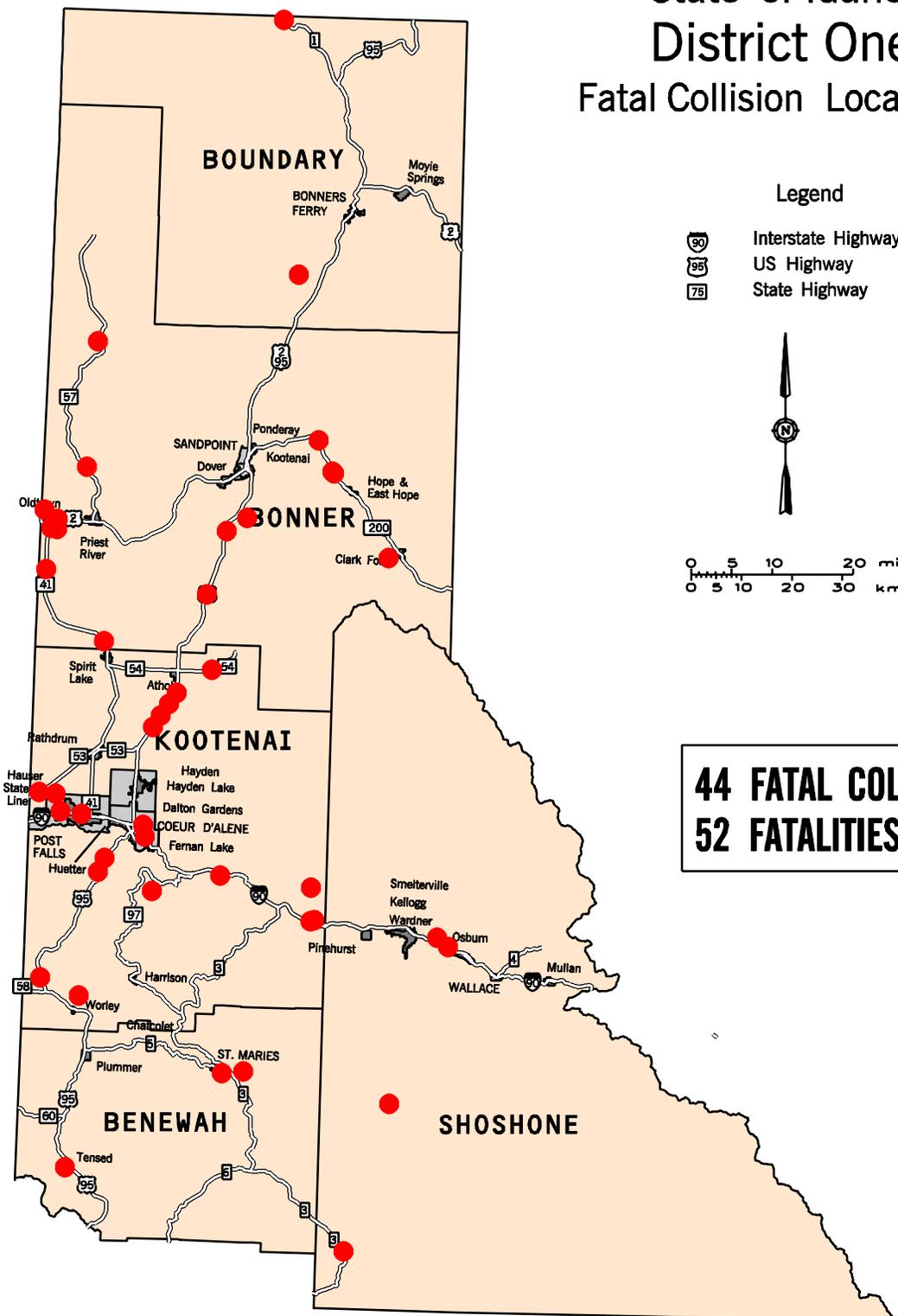
# IDAHO

## Administrative District Boundaries



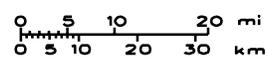


# State of Idaho District One Fatal Collision Locations



### Legend

- Interstate Highway
- US Highway
- State Highway



**44 FATAL COLLISIONS**  
**52 FATALITIES**

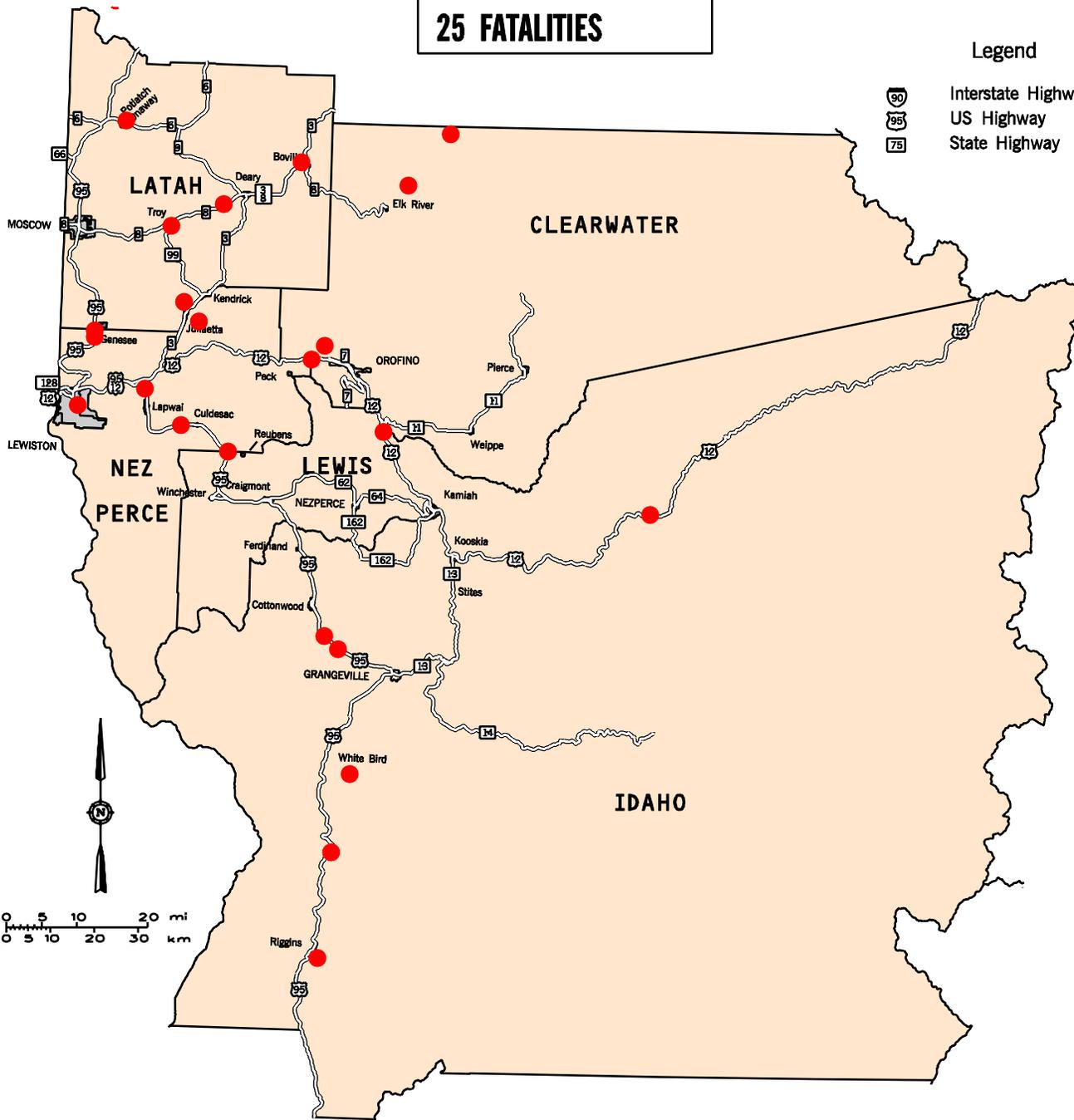


# State of Idaho District Two Fatal Collision Locations

**23 FATAL COLLISIONS  
25 FATALITIES**

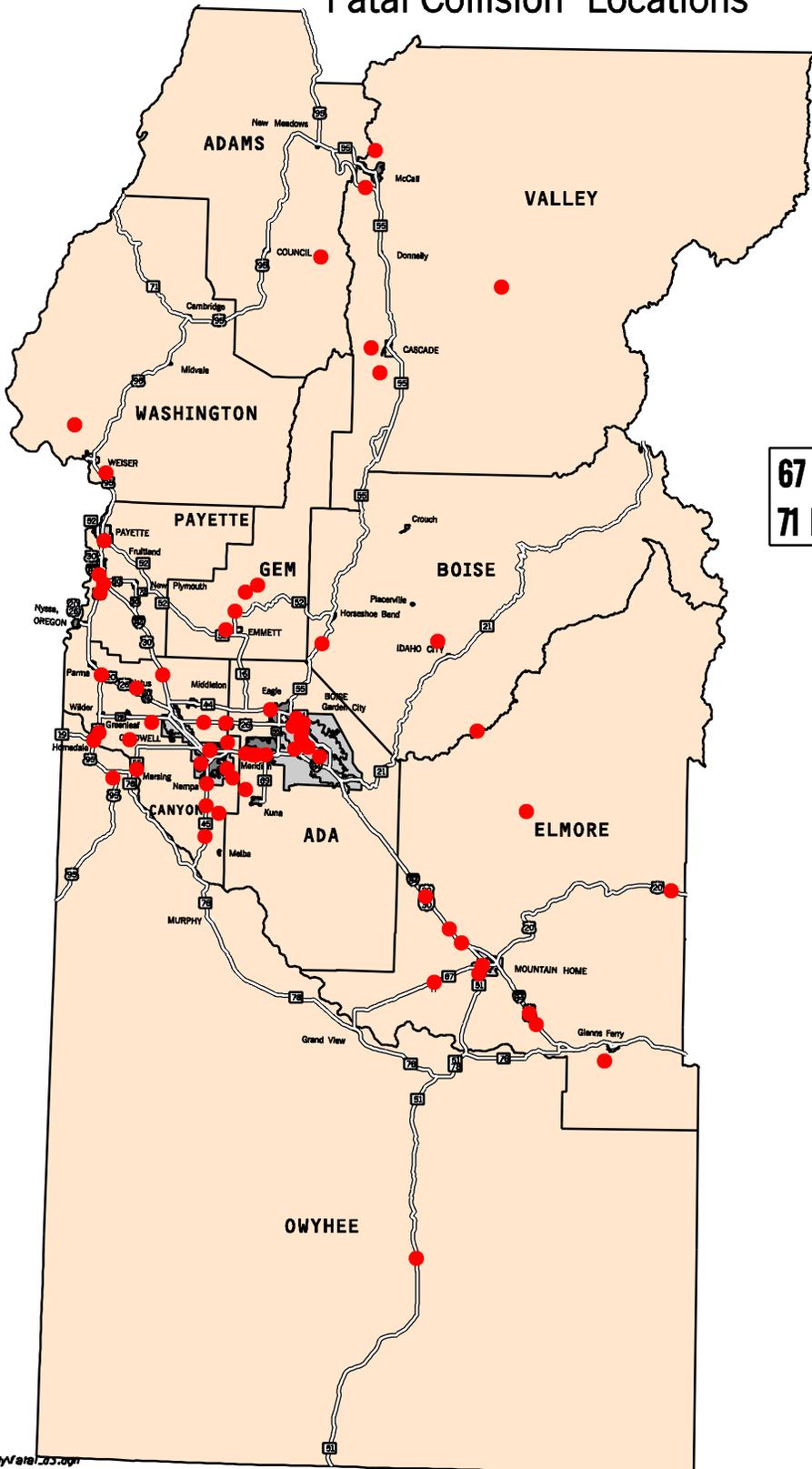
### Legend

- Interstate Highway
- US Highway
- State Highway



# State of Idaho District Three

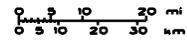
## Fatal Collision Locations



### Legend

- Interstate Highway
- US Highway
- State Highway

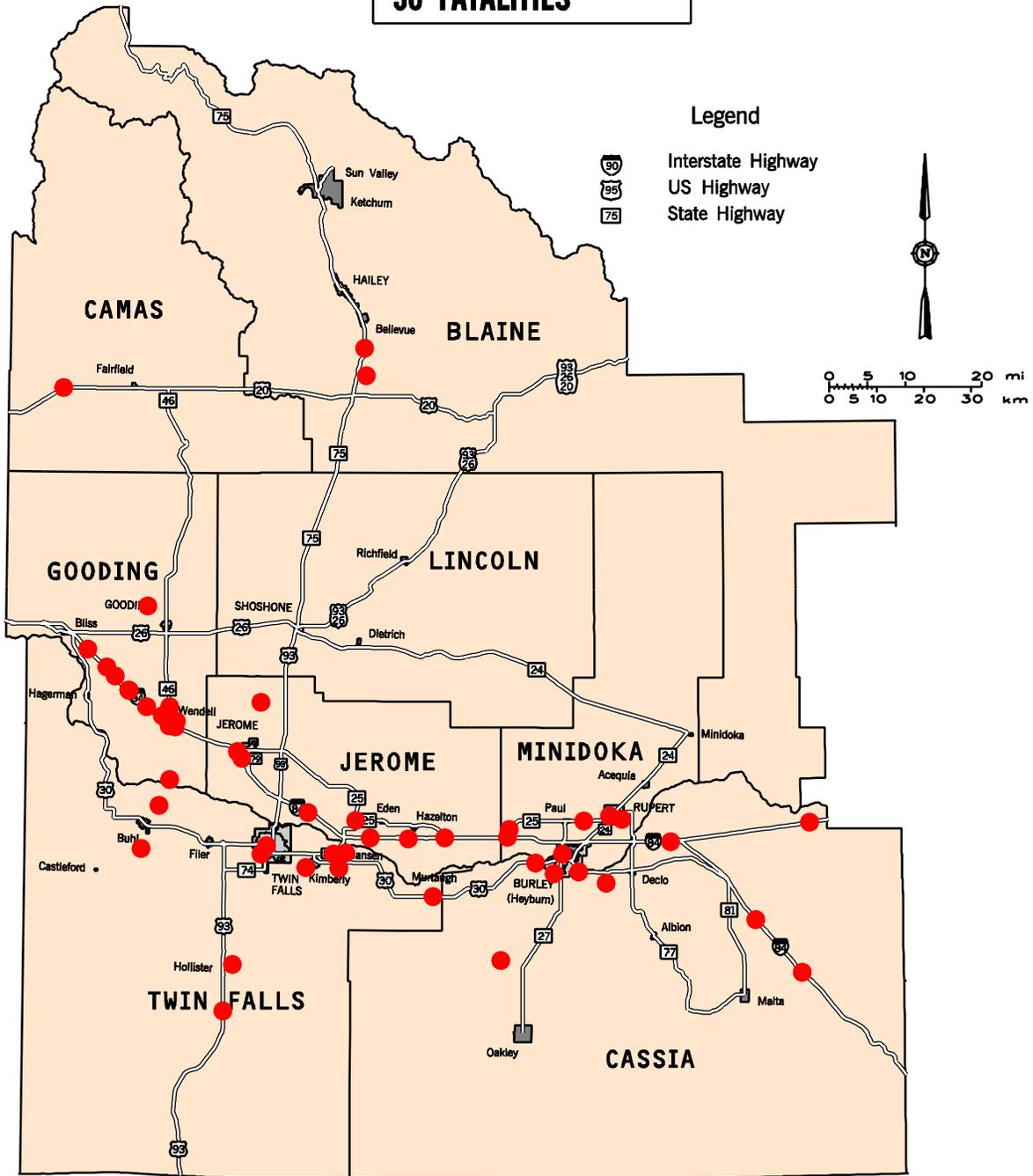
**67 FATAL COLLISIONS**  
**71 FATALITIES**



# State of Idaho District Four Fatal Collision Locations



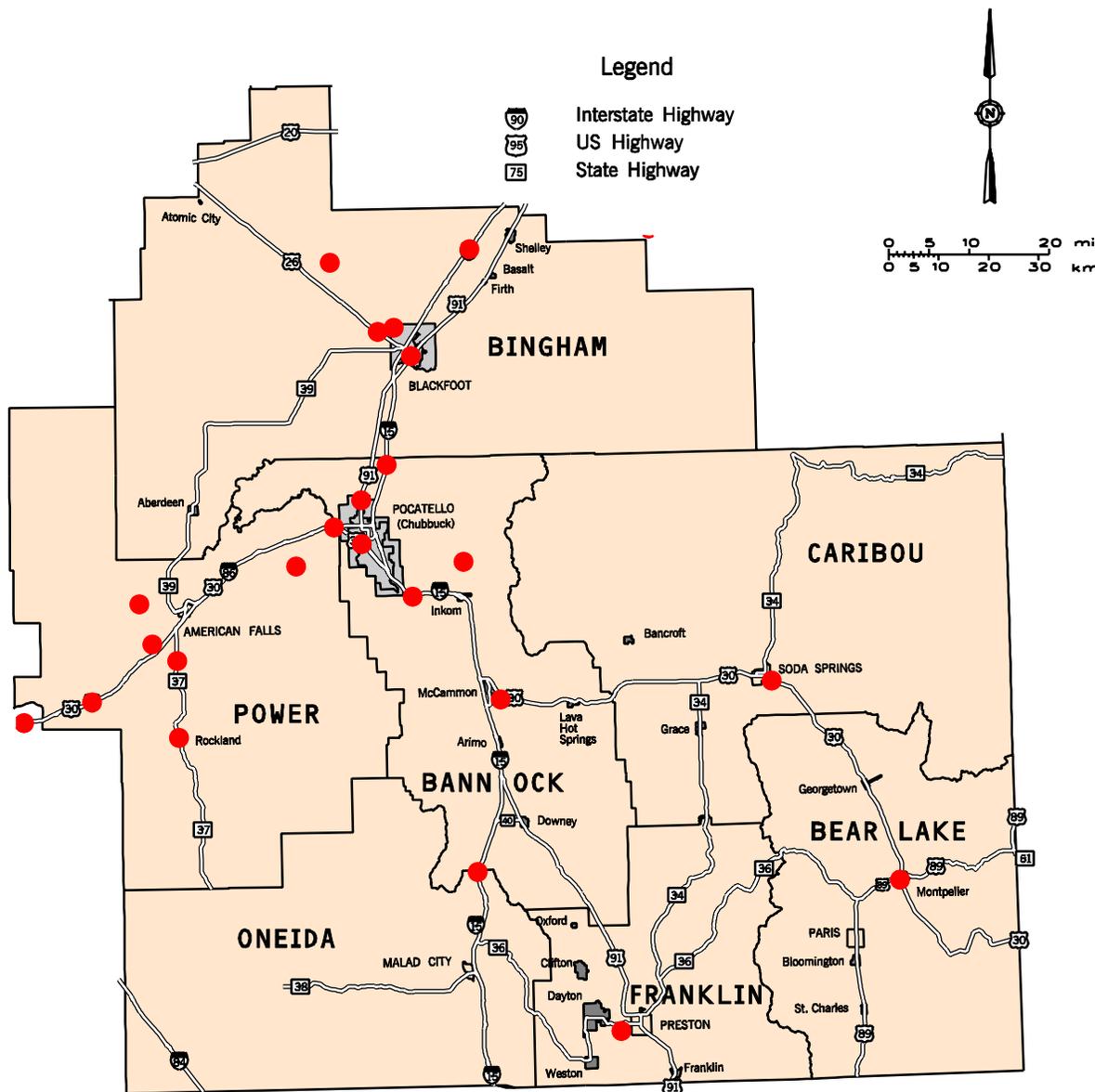
**49 FATAL COLLISIONS**  
**58 FATALITIES**





# State of Idaho District Five Fatal Collision Locations

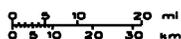
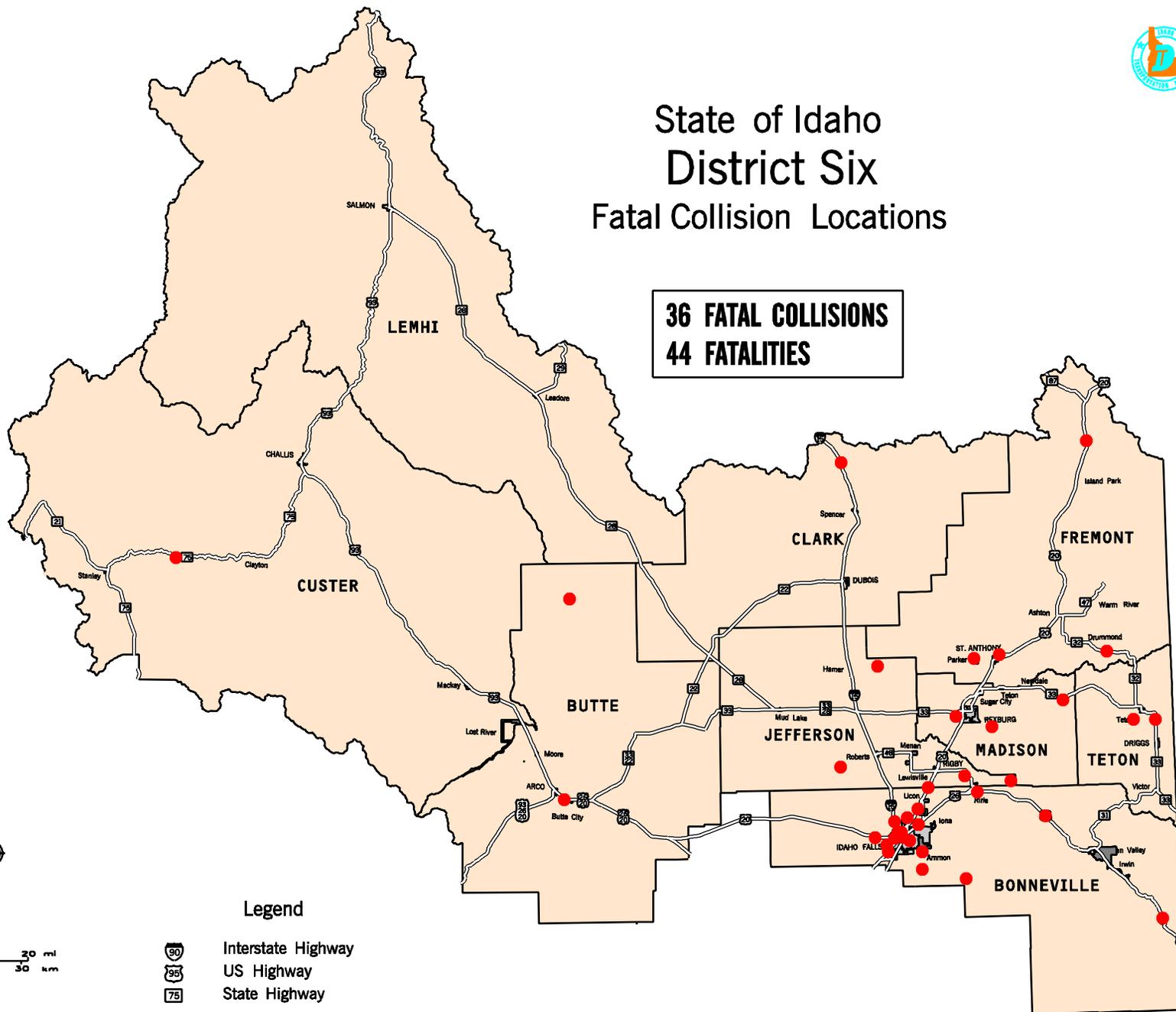
**22 FATAL COLLISIONS**  
**26 FATALITIES**





# State of Idaho District Six Fatal Collision Locations

**36 FATAL COLLISIONS  
44 FATALITIES**



### Legend

- Interstate Highway
- US Highway
- State Highway

# **APPENDIX B: Five-Year Collision History**

## Appendix B: Idaho Fatal and Injury Collision Data, Five-Year History

<b>Table B-1</b>							
	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1996-99</b>
Fatal Collisions	228	220	224	245	241	-1.6%	2.6%
Injury Collisions	8,880	9,111	9,098	9,256	9,392	1.5%	1.4%
Total Persons - Fatal/Injury Collisions	26,466	26,690	26,935	26,808	27,278	1.8%	0.4%
Drivers	15,319	15,713	16,069	16,184	16,513	2.0%	1.9%
Passengers	10,544	10,399	10,074	9,747	9,928	1.9%	-2.6%
Total Fatalities	258	259	265	278	276	-0.7%	2.5%
Fatality Rate per 100 Million VMT	2.0	2.0	1.9	1.9	2.0	3.6%	-0.9%
Total Injuries	14,275	14,133	13,920	14,069	14,276	1.5%	-0.5%
Injury Rate per 100 Million VMT	110.5	107.8	102.0	98.2	104.0	5.9%	-3.8%
Impaired Drivers - Fatal/Injury Collisions	1,132	1,032	1,068	982	1,039	5.8%	-4.5%
% of All Drivers-Fatal/Injury Collisions	7.4%	6.6%	6.6%	6.1%	6.3%	3.7%	-6.2%
Alcohol/Drug Test Given - Fatal/Injury Collisions	709	709	718	679	725	6.8%	-1.4%
% of Impaired Drivers Given Test - F&I Collision	62.6%	68.7%	67.2%	69.1%	69.8%	0.9%	3.5%

## Appendix B: Idaho Fatal and Injury Collision Data, Five-Year History

<b>Table B-2</b>							
	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1996-99</b>
Total Vehicles* - Fatal/Injury Collisions	16,148	16,514	16,743	16,939	17,287	2.1%	1.6%
Passenger Cars - Fatal/Injury Collisions	8,177	8,549	8,678	8,638	8,820	2.1%	1.9%
% of Vehicles	50.6%	51.8%	51.8%	51.0%	51.0%	0.1%	0.2%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Collisions	6,269	6,392	6,583	6,774	6,924	2.2%	2.6%
% of Vehicles	38.8%	38.7%	39.3%	40.0%	40.1%	0.2%	1.0%
Commercial Motor Vehicles - Fatal/Injury Collisions	647	580	581	630	559	-11.3%	-0.6%
% of Vehicles	4.0%	3.5%	3.5%	3.7%	3.2%	-13.1%	-2.1%
Motorcycles - Fatal/Injury Collisions	298	281	267	231	326	41.1%	-8.1%
% of Vehicles	1.8%	1.7%	1.6%	1.4%	1.9%	38.3%	-9.5%
Bicycles - Fatal/Injury Collisions	319	310	294	353	335	-5.1%	4.0%
% of Vehicles	2.0%	1.9%	1.8%	2.1%	1.9%	-7.0%	2.4%
Pedestrians - Fatal/Injury Collisions	269	253	205	188	206	9.6%	-11.1%
% of Vehicles	1.7%	1.5%	1.2%	1.1%	1.2%	7.4%	-12.5%

## Appendix B: Idaho Fatal and Injury Collision Data, Five-Year History

<b>Table B-3</b>							
	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>Change 1999-2000</b>	<b>Avg. Yearly Change 1996-99</b>
Roadside Obstacles- Fatal/Injury Collisions	1,868	2,081	1,930	1,973	2,029	2.8%	2.1%
% of Collisions	20.5%	22.3%	20.7%	20.8%	21.1%	1.4%	0.6%
Roadway Defects- Fatal/Injury Collisions	362	370	317	340	337	-0.9%	-1.6%
% of Collisions	4.0%	4.0%	3.4%	3.6%	3.5%	-2.2%	-3.1%
Vehicle Defects- Fatal/Injury Collisions	258	268	235	278	235	-15.5%	3.3%
% of Vehicles	1.6%	1.6%	1.4%	1.6%	1.4%	-17.2%	1.7%
Self-Reported Restraint Use*- Fatal/Injury Collisions	16,054	16,510	16,891	17,098	17,920	4.8%	2.1%
% Usage	68.0%	68.6%	69.4%	70.4%	72.5%	2.9%	1.2%
Self-Reported Child Restraint Use**							
Fatal/Injury Collisions	555	587	644	600	618	3.0%	2.9%
% Usage	60.2%	66.0%	71.6%	75.9%	79.0%	4.1%	8.1%
Helmet Use- Fatal/Injury Collisions	108	106	102	86	138	60.5%	-7.1%
% of Motorcycle Operators	30.2%	32.4%	34.1%	32.2%	36.7%	13.9%	2.4%
Emergency Medical Service Response to Fatal/Injury Collisions	5,018	5,819	5,917	6,282	6,381	1.6%	7.9%
% of Fatal & Injury Collisions	55.1%	62.4%	63.5%	66.1%	66.2%	0.2%	6.4%
<p>* All Persons 4 years or older in passenger cars, pickups, sport utility vehicles and vans.</p> <p>** All persons 0-3 years old in passenger cars, pickups, sport utility vehicles and vans using a child safety seat.</p>							